

Community Planning Areas
Torrey Hills Community Plan

6

FIGURE

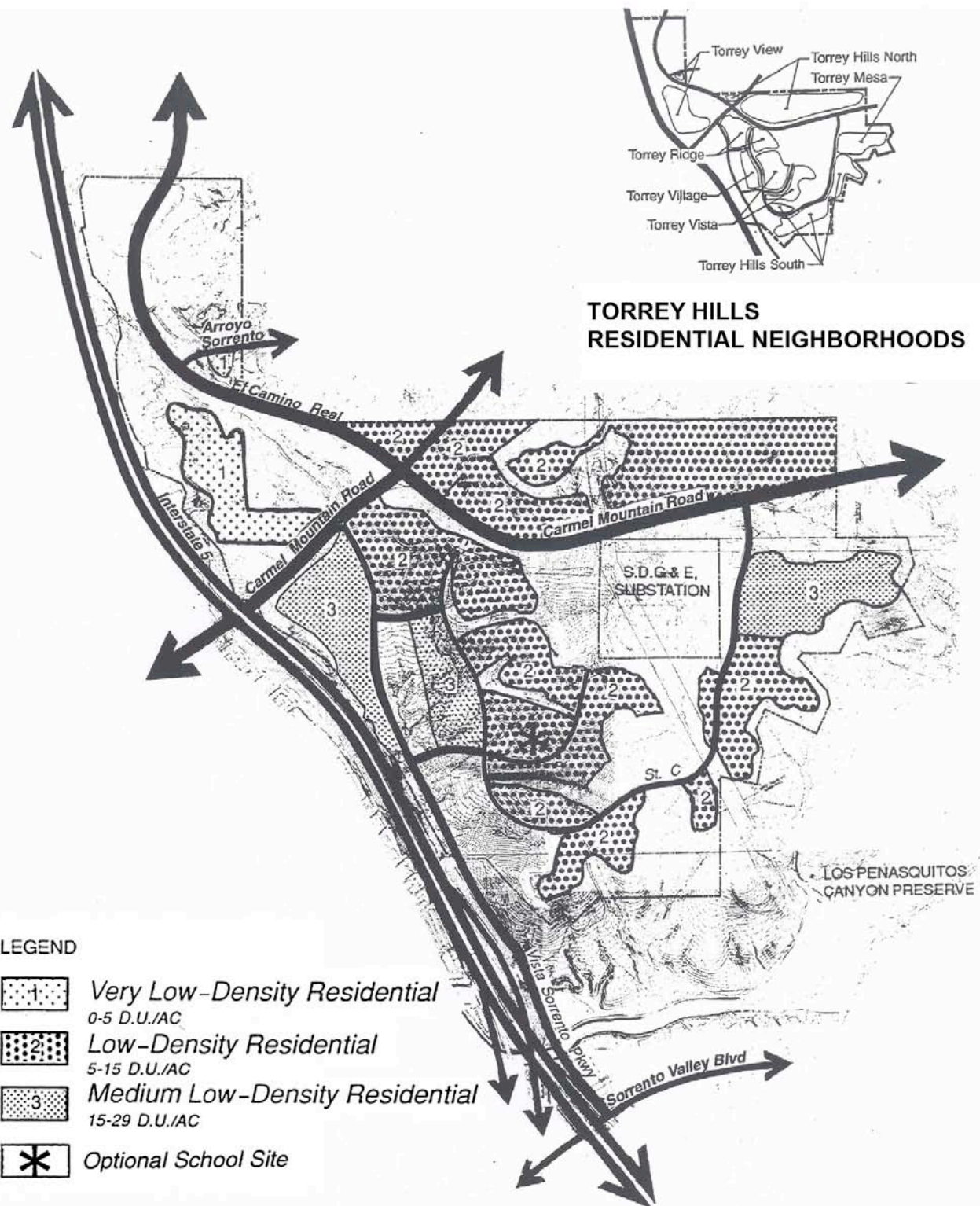
COMMUNITY LAND USE ELEMENTS

The Torrey Hills Community Plan Land Use Plan, which appears as **Figure 1** on page 2 of this document, divides land uses planned for the community into general categories. **Table 1, Land Use Table**, appearing on page 4, further defines the planned land uses based upon a generalized development intensity and land area devoted to each land use category in the community.

This chapter describes in greater detail the various land use types planned for the community and presents specific proposals to implement planned land uses. Specific proposals presented in this chapter refer to areas in the community which have been further broken down to create definable neighborhoods. These appear on **Figure 6, Community Planning Areas**, and include the following:

- Torrey Reserve - Located in the northernmost portion of the community and planned for visitor serving commercial and professional office uses;
- Torrey View - A very low-density detached single-family neighborhood south of Torrey Reserve and north of Carmel Mountain Road;
- Torrey Reserve Gateway - Located immediately south of Torrey View and east of I-5, planned for medium-low residential land uses;
- Campus at Torrey View - Located immediately south of Torrey View and east of I-5, planned for industrial land uses; and
- Torrey Hills - Comprising the majority of land acreage and development in the community with a variety of land uses including commercial retail, industrial/business parks, low-density single-family residential, higher-density residential land uses in the form of condominiums and townhomes, a neighborhood park and optional elementary school site. The SDG&E substation also occurs within the Torrey Hills area.

This chapter also describes the circulation system intended to serve the various land uses and planning areas within the community; addresses community open space areas and the management of important environmental resources; and discusses the important community-serving public facilities and utilities, including parks and recreation, schools, sewer and water services, fire and police protection, libraries and solid waste disposal.



Residential Land Uses
Torrey Hills Community Plan

7
FIGURE

RESIDENTIAL LAND USES

GOALS

1. Provide compatibility with the Carmel Valley community by identifying residential uses in the northern portion of Torrey Hills to reflect similar land uses within the adjacent Carmel Valley community.
2. Create flexibility in residential building type. As market conditions change, a change in product type may be warranted while maintaining the overall residential goals and land use intensities.
3. Provide convenient access to open space and employment areas.
4. Develop residential land uses through application, review and approval of Planned Residential Development (PRD) permits.
5. Provide for a variety of housing products available to a range of income levels.

BACKGROUND

Residentially designated areas will provide a variety of housing types and opportunities ranging from single-family detached to attached apartments and townhomes. The variety of residential land uses planned for Torrey Hills will provide a range of housing opportunities in proximity to employment-based land uses within the community and within adjacent communities.

Single-family detached development predominates residential land uses planned for the community and occurs as minimum 4,000 square foot lots to lots 5,000 square feet or greater in size. This residential land use type is located in the north and northeast portions of the community, adjacent to similar land uses planned for the Carmel Valley community; along a prominent ridgeline in the western part of the community; in the central portion of the community; and along the southern community boundary, where Los Peñasquitos Canyon Preserve abuts.

Higher-density residential land uses in the form of units centered around a central courtyard, standard apartment complexes, townhomes and condominium projects are also planned for the community. This land use type is generally located internal to the community, where landform permits flatter pad developments, and as transitional land uses between larger lot residential and non-residential land uses.

The Torrey Hills community has the potential to supply affordable housing in proximity to employment opportunities and alternative modes of transportation. In this way, the Torrey Hills community can balance land uses, reducing home to work travel.

SPECIFIC PROPOSALS

The Torrey Hills Community Plan provides a range of residential land use densities to meet the goals of the Plan and housing needs in the area. Standard single-family detached residential units will generally fall in the very low-density range of 0-5 dwelling units per acre (DU/AC) and the low-density range of 5-15 DU/AC; courtyard units will also fall within the low-density range of 5-15 DU/AC; while apartment and condominium projects will occur at the medium low-density range of 15-29 DU/AC. The residential land uses will total 37 percent of all land uses in Torrey Hills providing approximately 2,576 dwelling units.

The location of residential land use categories, community planning areas and neighborhoods are illustrated on **Figure 7, Residential Land Uses. Table 2, Residential Land Uses**, provides a tabulation of units and acreage included in each residential land use designation.

TABLE 2
RESIDENTIAL LAND USES

Residential Land Use Area	Density	Acreage	Total Number of Dwelling Units
Torrey View	Very Low (0-5 DU/AC)	22	123
Torrey Hills	Low (5-15 DU/AC)	203	1,211
	Medium-Low (15-29 DU/AC)	38	770
Torrey Reserve Gateway	Medium-Low (15-29 DU/AC)	17	472
Total		280	2,576

Very Low-Density Residential Uses

The very low-density residential development within the community plan area will be characterized by single-family, detached housing with a large amount of land area devoted to private yards and open space. Approximately 22 acres, or three percent of all residential land uses in Torrey Hills, shall be developed with very low-density residential uses. Densities of 0-5 dwelling units per developable acre (DU/AC) shall be permitted within those areas designated as very low-density residential. This land use density range has been specially applied to two areas within the Torrey View community planning area, as described below.

- **Torrey View.** The Torrey View single-family residential area is located in the north-central part of the community proximate to the residential development in the Arroyo Sorrento neighborhood of the Carmel Valley community. Characterized by a mesa top set above the community, residential development in this area will be afforded panoramic vistas. This area is separated from other non-residential land uses within Torrey Hills by steep, natively vegetated slopes, which create a buffer and transition for the land uses. This very low-density residential development will also be characterized as a single-family residential product with private yards and surrounding open space. This area of the community will accommodate 121 dwelling units.

Because this residential area is located adjacent to I-5, special design considerations will be implemented to ensure adequate attenuation of vehicular noise. Noise studies have been conducted as part of the development approval process. Sound walls will be required along portions of the western perimeter of residential development to attenuate noise levels that exceed City standards for residential uses. These walls have been designed to avoid visual impacts from off-site views such as motorists traveling on I-5 and visitors to Torrey Pines State Park.

A portion of this very low-density residential area borders industrially designated land uses. Special landscaping treatment and site design have been provided to ensure compatibility and transition of land uses. This very low-density residential area will also be visible to existing large lot residential development in the Arroyo Sorrento neighborhood of Carmel Valley. Development within this area of Torrey Hills has been designed in a manner which is compatible with the adjacent residential land use.

A small portion of the very low-density residential development planned for Torrey View is north of El Camino Real, south of Arroyo Sorrento and contiguous with existing large lot development in the Arroyo Sorrento area of Carmel Valley Neighborhood 8B. The Plan recommends two minimum one-acre lots, in this area, to afford compatibility with Arroyo Sorrento.

The northern portion of Torrey View lies within the Coastal Zone as shown on **Figure 3**, and the approved Torrey View project has received coastal approvals. Development within this area will be consistent with Section 6 —**Coastal Zone Policies Element**— of this Plan.

Low-Density Residential Uses

Low-density residential developments of the community are planned as traditional single-family homes on lots of about 5,000 square feet in size and smaller lot (minimum lot sizes of about 3,150 square feet) single-family detached residential communities intended to accommodate small families, couples and single persons. Approximately 203 acres or 26 percent of all residential land uses in Torrey Hills, are planned for low-density residential land uses as described below.

- **Torrey Hills North.** The Torrey Hills North residential area consists of four residential neighborhoods north of Carmel Mountain Road. Neighborhoods in Torrey Hills North will have easy access to community facilities in both Torrey Hills to the south and Carmel Valley to the north. It is anticipated that standard single-family 5,000 square foot lots and larger would occur in the two neighborhoods located in the north and east portions of this planning area, while opportunities for smaller lot detached single-family units occur along Carmel Mountain Road, west of the northern extension of “C” Street.

Neighborhoods along the community’s northern and northeastern boundaries are planned for low-density housing proximate to similar densities planned for the adjoining Carmel Valley Community Plan. Single-family neighborhoods in this area provide minimum

5,000 square foot lots along a ridgetop landform with access north into Carmel Valley Neighborhood 8A. Access to this area is provided by the northern extension of Street C from Carmel Mountain Road. A total of 150 single-family detached units would be provided in this portion of Torrey Hills North.

For neighborhoods in the western portion of the Torrey Hills North planning area, the Plan provides for approximately 19 acres of courtyard residential development. A maximum of 195 units should be developed at this location.

The valley bottom portion of Torrey Hills North is also designated for low-density residential land uses. A total of 220 units are planned for this area as small lot developments. Access would be from internal local and/or private streets which provide direct connections to Carmel Mountain Road.

- Torrey Ridge. A prominent ridgeline continues from the Torrey View area of the community, in a general southeast direction, terminating at the SDG&E substation. Torrey Ridge is planned as residential neighborhoods atop this ridgeline land form, flanked by Carmel Mountain Road on the north and the Community Sports Park on the east. Torrey Ridge shall develop as low-density residential land uses, on minimum 5,000 square foot lots, taking advantage of spectacular view opportunities from this location. Access to this area will be from the “A” Street connection to Vista Sorrento Parkway and from an extension of “C” Street. A total of 135 single-family homes can occur within Torrey Ridge.
- Torrey Vista. South of the Torrey Ridge neighborhood, a total of 240 homes are planned on minimum 4,000 square foot lots as part of the central portion of the Torrey Hills neighborhood. This area generally occurs north and east of the interior loop road and southwest of the SDG&E substation. Due to the proximity of the SDG&E substation to a portion of this planning area, special site planning and design considerations are necessary to promote position transition of land uses. Additionally, residential neighborhoods in the eastern portion of this planning area abut a large internal open space preserve. Transition treatments along the development edge should be provided to ensure a successful interface of residential and open space land uses. These guidelines are detailed later in this chapter.

An optional school site is designated for ten acres located in the southern portion of this area, bounded by “C” Street on the west and “B” street to the south. In this location, an elementary school could be constructed to serve grades K-6. If it is determined that a school shall occur at this location, low-density residential uses would not occur on this ten-acre site, but could be reallocated elsewhere in the community through a PRD amendment.

Torrey Hills South. This portion of Torrey Hills is strategically located on the canyon rim overlooking Los Peñasquitos Canyon Preserve and is planned for single-family detached housing in two product types. A total of 175 homes are planned on minimum 4,000 square foot lots adjacent to the medium low-density neighborhood planned south of the

Torrey Hills Neighborhood Commercial Center and east of the SDG&E substation. Along the southern community plan boundary, a total of 96 homes on minimum 5,000 square foot lots are planned, south of “C” Street and generally east of I-5. In accordance with the Community Design Guidelines included in Section 5 —**Community Design Element**—of this Plan, special site design considerations must be implemented to ensure sensitive treatment along the canyon edge and to avoid conflicts with this open space resource. The southern edge of Torrey Hills South is within the Coastal Zone as shown on **Figure 3**. Development within this area must be consistent with the Plan’s **Coastal Zone Policies Element** (Section 6 of this Plan).

Medium Low-Density Residential Uses

The medium low-density residential land use category permits the development of between 15-29 DU/AC. This development will most likely consist of low-rise structures such as townhomes, condominiums and apartment units. Approximately five percent of the community will develop with this land use designation. Developments should occur as Planned Residential Developments (PRDs) which will provide the design review and development standards necessary to meet the goals and objectives of this Plan. Two areas within the Torrey Hills community provide for development of medium low-density residential land uses as described below.

- Torrey Village. Approximately 17 acres located east of and adjacent to Vista Sorrento Parkway are planned to develop with a maximum of 340 medium low-density residential units. Located between planned Industrial/Business Park land uses on the west and low-density residential land uses on the east, the medium low-density residential land uses planned for this area will provide a land use transition. Additionally, the location of a higher-density residential development proximate to employment opportunities offered in the adjacent industrial/business parks will afford workers an opportunity to live closer to the work place and walk to work. Special landscape treatments and/or changes in pad elevations should be considered to ensure a compatible interface of industrial/business park and residential land uses.
- Torrey Mesa. The second opportunity for medium low-density residential development occurs on approximately 22 acres of the canyon rim overlooking Los Peñasquitos Canyon Preserve. In this area, a total of 430 units are planned. In accordance with the Community Design Guidelines included in Section 5 of this Plan, special site design considerations must be implemented to ensure sensitive treatment along the canyon edge and to avoid conflicts with this open space resource. The southern edge of the Torrey Hills site is within the Coastal Zone as shown on **Figure 3**. Development within this area must be consistent with the Plan’s **Coastal Zone Policies Element** (Section 6 of this Plan).
- Torrey Reserve Gateway. The Torrey Reserve Gateway neighborhood is located in the westernmost part of the community and is divided into a northern and southern portion by Carmel Mountain Road. A total of 472 multifamily homes are planned for this area. Due to Torrey Reserve Gateway’s location adjacent to I-5, special design considerations should be implemented to ensure adequate attenuation of vehicular noise. It is anticipated

that sound walls would be required along the western perimeter of the neighborhood adjacent to the I-5 freeway, in areas along Carmel Mountain Road and along Vista Sorrento Parkway to attenuate noise levels to meet City standards for residential uses. Sound walls should be aesthetically designed to avoid visual impacts from off-site public views such as motorists on I-5.

Balanced Community

The City of San Diego promotes economically and racially balanced communities. The Housing Element of the General Plan identifies four components of balanced communities: economic, ethnic, housing type (concentration of detached housing) and housing tenure (concentration of owner-occupied housing). The Planning Department staff should work with the San Diego Housing Commission and other appropriate authorities to ensure a balanced community through implementation of programs such as the following:

Density Bonus Program: This is an incentive program that allows developers to build up to 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must rent the units to low-income households for 20 years.

Multifamily Bond Program: Through the sale of bonds, this program provides low-interest loans to developers of multifamily housing. In exchange for the loans, developers must rent 20 percent of the units to low-income households for ten years.

Public Housing: Public housing units are managed by the San Diego Housing Commission and rented to very low-income households. Residents pay 30 percent of their gross monthly income for rent.

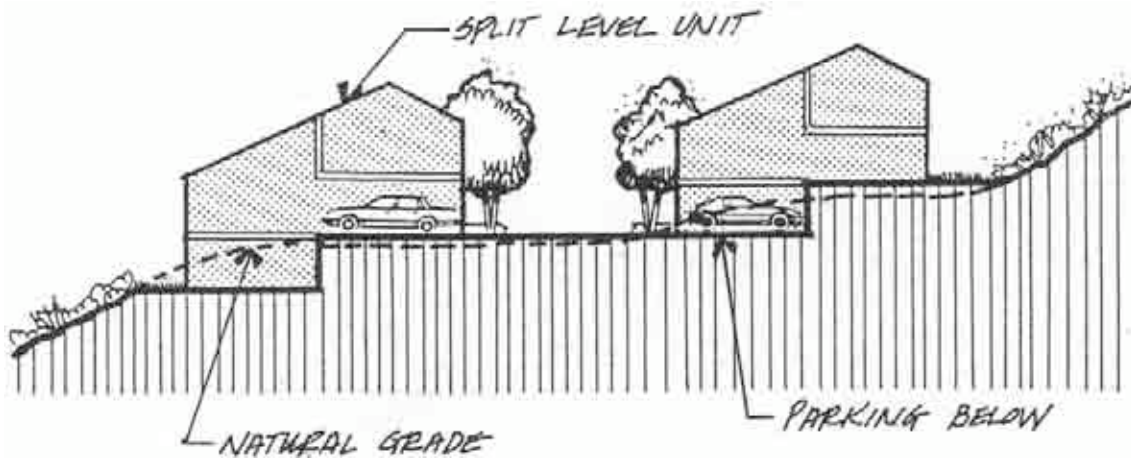
Section 8 Rental Assistance Program: This program offers certificates and vouchers to very low-income households who use them to rent privately owned apartments. These households pay 30 percent of their gross monthly income for rent and the Housing Commission pays the difference to the landlords.

Senior CUP Program: This conditional use permit (CUP) program provides a density bonus of up to 50 percent to developers who agree to rent all the units in their project to senior citizens and physically impaired persons for the life of the project.

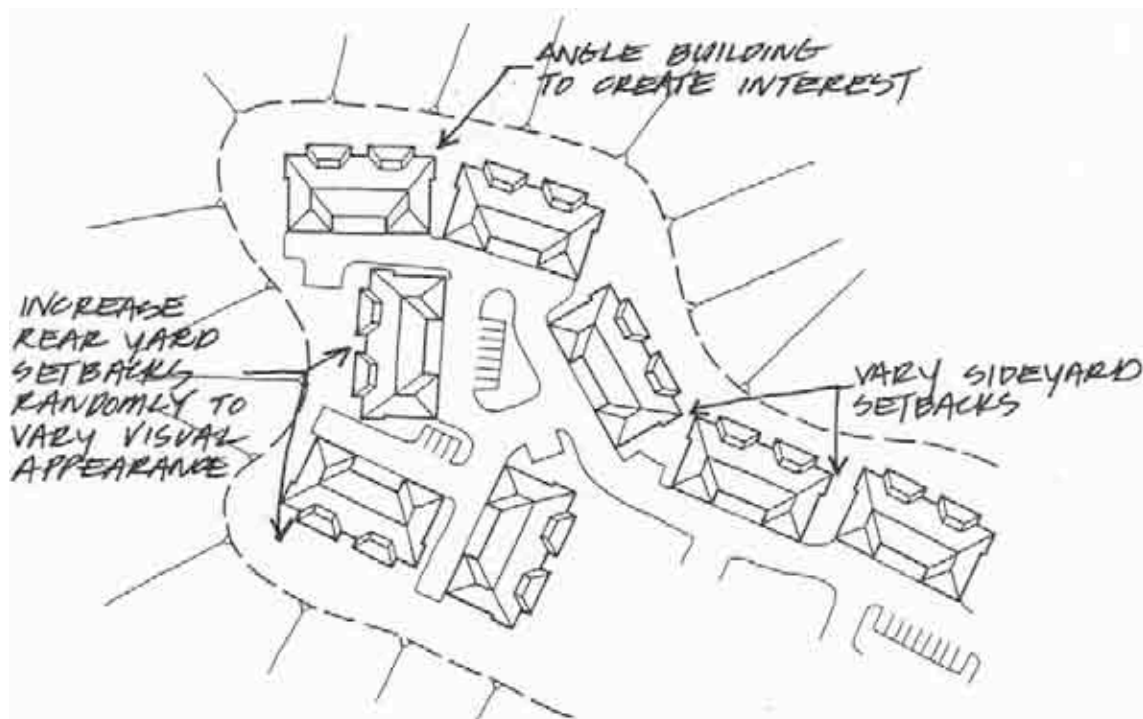
Mobile Homes and Modular Housing: Mobile Homes and Modular Housing offer alternatives to reduce housing costs and still meet the demand for single-family detached housing.

RESIDENTIAL DESIGN GUIDELINES

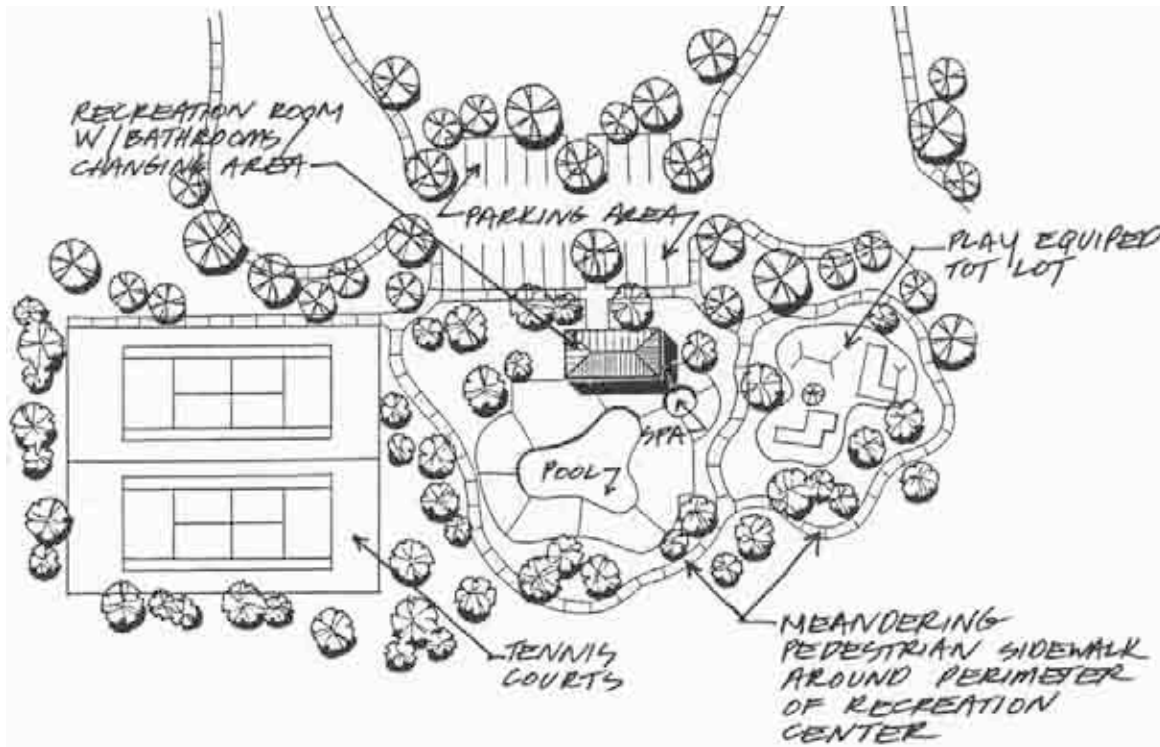
1. Residential structures should relate to neighboring buildings in mass and bulk. Architecture should be of a style and massing to complement and enhance the natural environment.
2. The style, scale and architecture of multifamily residential buildings shall be selected based on underlying topography. Split-level design may be used in residential projects to accommodate grading and elevation change.



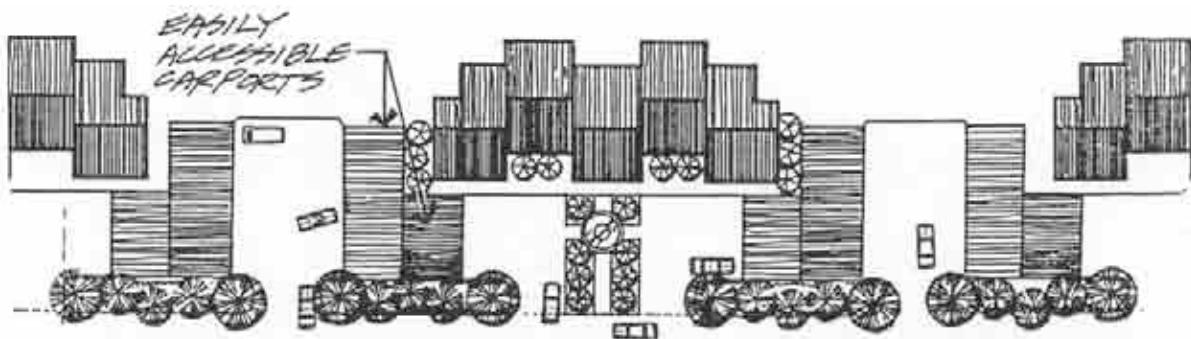
3. Walls of uninterrupted structures shall be avoided. Facade articulation shall be used to provide architectural interest.



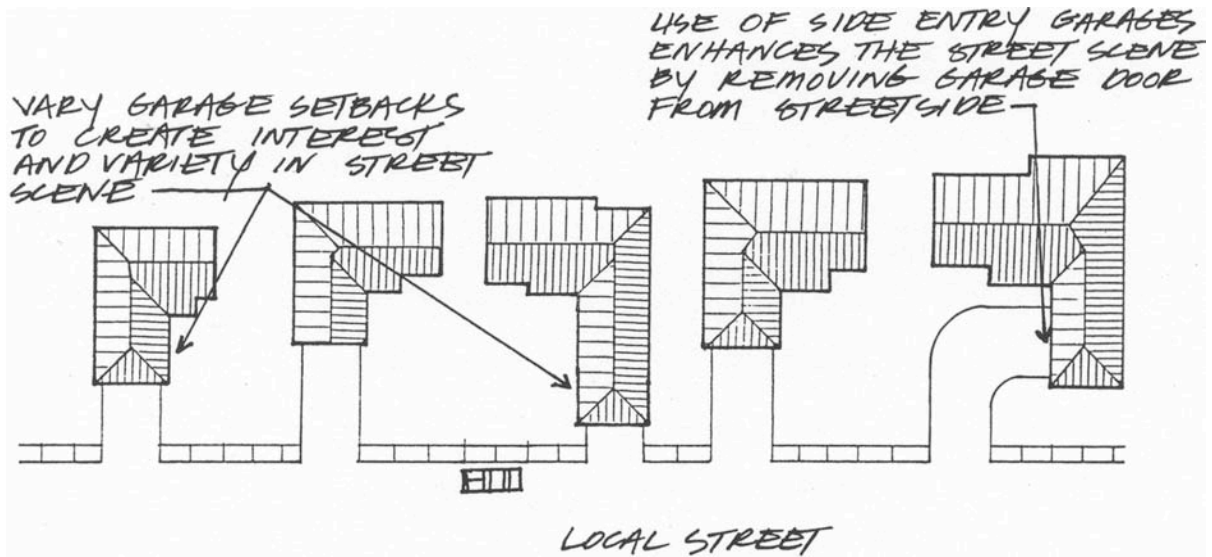
4. Private recreation areas shall be provided for each multifamily residential project. Combining smaller recreation areas in adjoining residential projects to create a larger facility that serves more residents is encouraged. Private recreation facilities may include such amenities as a pool, spa and barbecue areas. Additional amenities, such as a meeting room, tennis courts and volleyball courts, should also be considered in larger projects.



5. Outdoor space shall be incorporated into multifamily units through the use of balconies and patios. Rooftops also may be considered for use as private open space.
6. Roofs shall be designed to screen rooftop equipment and provide pleasant views from higher elevations.
7. Carports and garages shall be easily accessible to residents and architecturally integral to the building design. Long expanses of carports within public view shall be avoided.



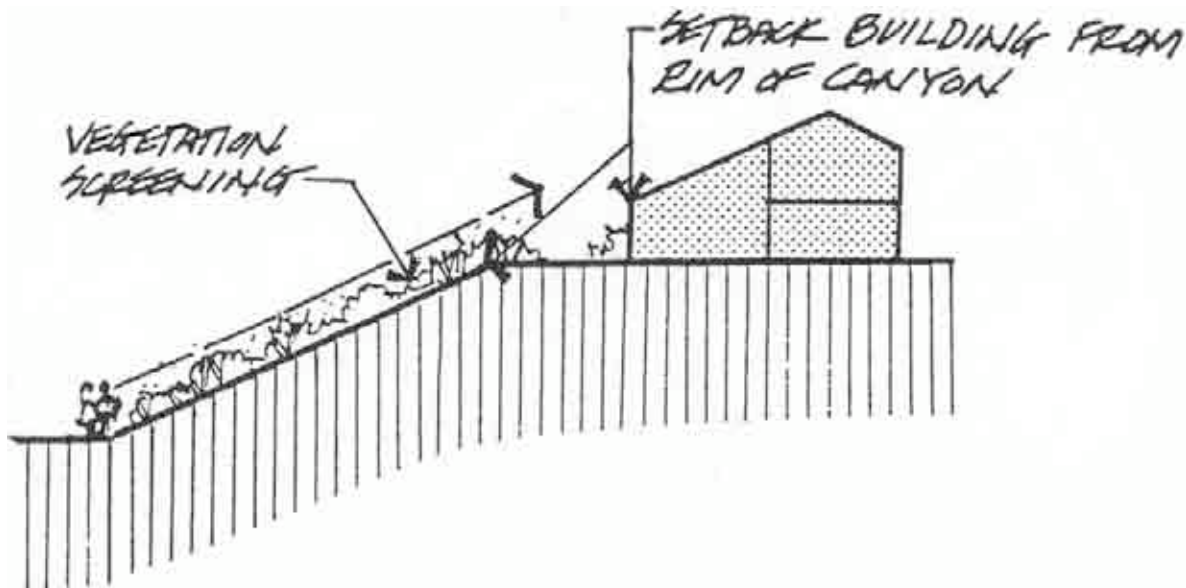
8. Garage setbacks may be varied in order to enhance the appearance of the street scene.
Garages should be fully integrated into the design of the architecture.



9. Single-family residential buildings should be oriented to maximize solar access and take advantage of passive solar heating techniques.

Treatment Adjacent to Los Peñasquitos Canyon Preserve

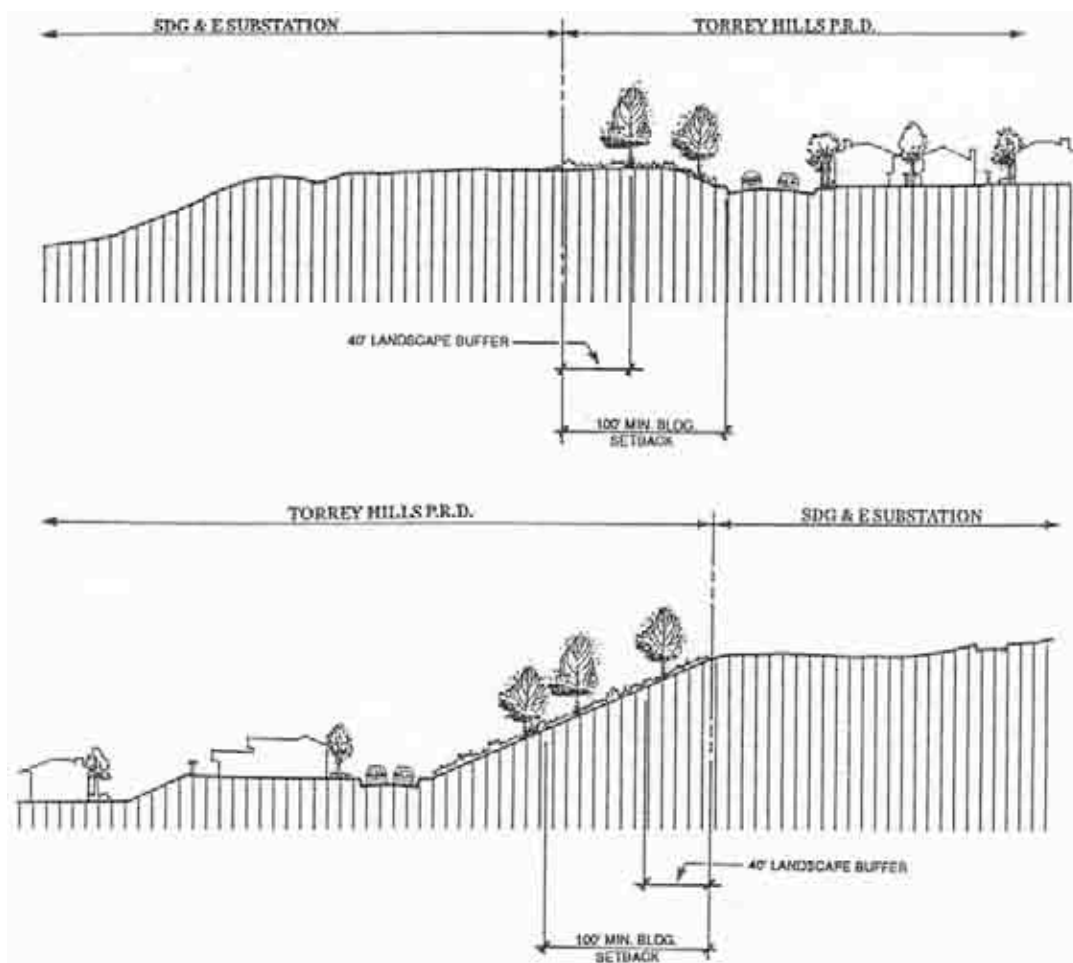
1. Contour grading techniques should be used for manufactured slopes in areas visible from the Los Peñasquitos Canyon Preserve to emulate natural topographic features.
2. Buildings constructed along the mesa edge should be low profile. Building shapes and rooflines should be designed so that structures blend with the natural landform rather than contrast against it. Building rooflines should slope in a manner that complements the contours of the natural mesa edge landform. Individual building stories may be staggered, contiguous to the mesa edge, in a manner designed to eliminate views of structures from the canyon bottom.
3. Earthtone colors should be used on structures from the canyon.
4. Site design for development areas along the canyon rim should incorporate features which minimize visibility from Los Peñasquitos Canyon Preserve, such as vegetation screening, berming, setbacks and building orientation/configuration.



Treatment Adjacent to SDG&E Substation

Residential areas that border the San Diego Gas & Electric (SDG&E) substation require special design consideration when preparing site plans for development. For these areas, the following design guidelines shall apply:

1. Buildings which occur in residential areas that border the SDG&E substation shall have a variable building setback of a minimum of 100 feet in width to avoid creating a uniform building edge adjacent to the substation.
2. Within the 100-foot building setback, a minimum 40-foot landscape buffer area shall be provided to screen the substation from views within the residential areas. **Community Circulation Element** roadways, private recreation facilities, parking, service drives and uses accessory to the residential development (such as trash receptacles and recreation areas) may occur within the 100-foot building setback. Where these uses fall within the 40-foot landscape buffer, sufficient landscaping shall occur such that the substation is satisfactorily screened from residential views.



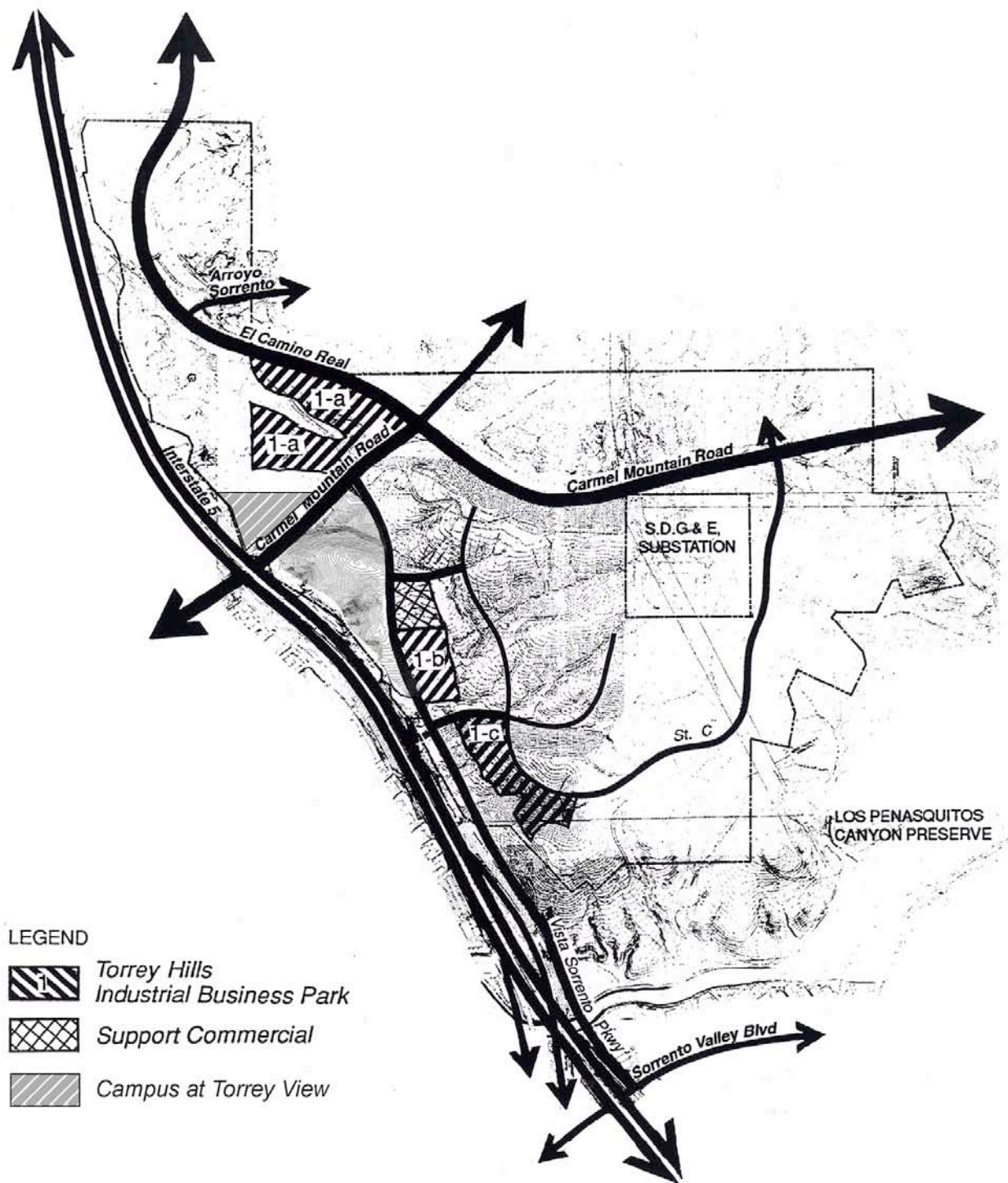
3. Temporary access to the SDG&E substation shall be provided through Torrey Hills and Community Sports Park.

POLICIES

1. Cohesive neighborhoods shall be created which provide pedestrian and vehicular circulation, access to open space, views and well-designed parking areas.
2. Interior open space areas shall be integrated as part of the design phase instead of as an afterthought.
3. Site planning and project design shall be based on natural site features such as open space and hillsides. Building design and project developments shall respond to natural topographic features, to the extent feasible.
4. Pedestrian and transit access through and beyond residential developments shall be created which provide easy and safe travel between residential developments, the Community Sports Park, employment centers, the Torrey Hills Neighborhood Commercial Center and open space.
5. Community Design elements presented in Section 5 of this Plan shall be utilized in designing and developing residential land uses.
6. Where provided, private recreation areas shall be designed as focal points for residential projects.

RESIDENTIAL ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Ensure that requirements for affordable housing are in accord with City regulations.	●	●	●	Private developer City of San Diego Housing Commission	Private and public	Page 38
Provide private recreational facilities for multifamily residential projects.	●	●	●	Private developer	Private	Page 40
Screen all rooftop equipment.	●	●	●	Private developer	Private	Page 40
Avoid long expanses of carports within public view.	●	●	●	Private developer	Private	Page 40
Provide easy and safe pedestrian access between residential developments, the community sports park, employment centers, parks and open space.	●	●	●	Private developer	Private	Page 44
Integrate transit facilities to encourage ridership. This can be accomplished through provision of a shuttle connection to the commuter rail station in Sorrento Valley or to the LRT station (if funded and built).	●	●	●	Private developer MTDB	Private MTDB	Page 39 and MTDB Policy 40



Industrial/Business Park Land Uses
Torrey Hills Community Plan

8
FIGURE

INDUSTRIAL/BUSINESS PARK LAND USES

GOALS

1. Provide region-wide employment opportunities in high-end industrial/business park complexes that remain sensitive to community resources and adjacent land uses.
2. Provide employment centers in proximity to transit opportunities and residential development to reduce single occupant vehicular travel.
3. Provide well designed industrial/business park developments that will be aesthetically pleasing.
4. Ensure integration of industrial/business park land uses through a circulation network of roads, bikeways and pedestrian paths.
5. Provide an efficient community circulation network, particularly along Carmel Mountain Road and Vista Sorrento Parkway, by limiting driveway access. Access should be encouraged through the use of internal circulation and cul-de-sacs.
6. Develop Torrey Hills as a balanced community. Support commercial uses should be easily accessible to industrial and residential uses in a manner designed to meet the social, recreational and shopping needs of area residents and workers.
7. Encourage satellite support uses within industrial/business park planning areas to serve employees.

BACKGROUND

Approximately 54.5 acres of the Torrey Hills community have been designated for industrial/business park development. Industrial/business park developments will play a major role in balancing the character of the community and must exhibit a high degree of design sensitivity to topography, to adjacent development within the community and to land uses contiguous to the community's borders. Industrial/business park uses in Torrey Hills will focus on light industrial, manufacturing, research and development and professional office uses which can be implemented through the M-IB and M-IP zones.

SPECIFIC PROPOSALS

Industrial/business park land uses occur in two separate planning areas in the western portion of the community, as shown on **Figure 8, Industrial/Business Park Land Uses**. **Table 3, Industrial Land Uses**, provides the anticipated development intensity of industrial lands in the community based on this planning areas.

TABLE 3
INDUSTRIAL LAND USES

Industrial Land Use Designation	Acreage	Development Intensity (SF)
Torrey Hills Industrial/Business Park	47	1,099,775
Campus at Torrey View	8	200,100
SDG&E Substation	40	—
Total	95	1,299,875

Supportive commercial and private recreational uses should be provided within industrial/business park developments. The supportive commercial uses include such services as delicatessens and day care centers. The private recreational uses include such amenities as on-site athletic facilities and sports courts. These uses must clearly be accessory to the industrial/business park area. The amount of these commercial and recreational uses should be directly related to the number of employees within the industrial planning area.

The Plan also provides for a centralization of important commercial uses which are needed to support the industrial/business park land use base. Approximately four acres at the southeast corner of Vista Sorrento Parkway and “A” Street and adjacent to the Campus at Torrey View and Torrey Hills Industrial/Business Park areas of the community have been designated for Support Commercial uses. The Support Commercial Center land use designation in this area is intended to accommodate a congregation of retail commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit. The underlying zone for the Support Commercial Center shall be M-1A; development shall occur through the application of a Planned Industrial Development permit, in order to establish necessary design control and permitted land uses. For a detailed discussion of the commercial uses, please see the **Commercial Land Uses Element** of this Plan. Should this area not develop as Support Commercial uses, other uses which can occur in this area include those permitted in the adjacent Torrey Hills Industrial/Business parks. Such alternate uses shall occur through a PID.

Torrey Hills Industrial/Business Park

The Torrey Hills Industrial/Business Park is planned for high-end light industrial, manufacturing and professional office uses on approximately 47 acres in three subareas within the community. These subareas are noted as “a,” “b” and “c” on **Figure 8**.

- Subarea “a.” Subarea “a” is located in the northwestern portion of the community. Situated in proximity to I-5, at the northwest quadrant of the Carmel Mountain Road/El Camino Real intersection, this industrial/business park land use area is easily accessible to regional transportation improvements. The western portion of this area is afforded excellent view opportunities, including Los Peñasquitos Lagoon and the Pacific Ocean to the west. Because it commands superior ridgetop view amenities, it is most attractive for

company headquarters. This subarea is flanked on the east by low-density residential land uses and on the north and west by very low-density residential land uses. Special consideration must be given to the residential-industrial/business park interface at the project design level. Sensitive design treatment, such as landscape setbacks and buffers and elevational differences, should be implemented to ensure compatibility.

- Subarea “b.” Subarea “b” is located east of Vista Sorrento Parkway and includes the Support Commercial Center. This subarea offers excellent views toward Los Peñasquitos Lagoon and the Pacific Ocean. Because of the ridgetop view opportunities afforded this area of the community, company headquarters would be most appropriate as the predominant industrial/business park land use in this area. The east boundary of this subarea is contiguous with the Torrey Village planning area. As such, site planning in this area should be coordinated to ensure a smooth land use transition. Appropriate landscape treatment shall occur along lot lines to provide a buffer between land uses, and elevational differences between residential and industrial/business park area are encourage to provide separation of land uses. The design of Subarea “b” must also consider the Support Commercial Center through an integration of architecture and/or pedestrian elements, so that the Support Commercial Center does not appear as an afterthought to the overall planning for the community.
- Subarea “c.” Subarea “c” is located east of Vista Sorrento Parkway, west of “C” Street and north of low-density residential land uses planned for the Torrey Hills South residential neighborhoods. Site design, architectural treatment, landscaping and rooftop treatments must consider this subarea’s relationship with residential land uses to ensure sensitive transitions and compatibility of land uses.

With the exception of the Support Commercial Center planned for the northern portion of Sub-area “b,” which should be zone M-1A as discussed in the **Commercial Land Uses Element** of this Plan, the M-IP Zone should be applied to the Torrey Hills Industrial/Business Park planning area. As stated under the Purpose and Intent of the M-IP Zone, it “will generally adjoin freeways or other major vehicular thoroughfares” and “will provide for attractive boundaries to heavily traveled highways.” Secondly, the M-IP Zone is intended “to ensure industrial parks which are both attractive and efficient.” It is essential that industrial development in this portion of the community be attractive and efficient, because of the high-end company headquarters and scientific research and development uses that are intended for this subarea. Because of its relationship to both freeway views and adjacent residential areas, development in this area also requires a sensitive combination of site planning, landscaping and architecture. The review requirements for landscaping and architecture in the M-IP Zone establish some of the controls necessary to assure sensitive development.

Campus at Torrey View

Campus at Torrey View encompasses approximately 7.7 acres at the western edge of the community. Interstate 5 provides the western boundary of this area. Carmel Mountain Road provides a direct connection to I-5, immediately to the south of this area and connects with El Camino Real/Carmel Mountain Road, the main east-west circulation element for the community. Vista Sorrento Parkway has its northern beginning in this area of the community. Functioning as a frontage road to I-5, Vista Sorrento Parkway provides easy access south to Sorrento Valley.

Very low-density residential land uses (i.e., Torrey View) occur along the northern border of this subarea. Similar to Subarea “a” of the Torrey Hills Industrial/Business Park, special design considerations, such as landscape setbacks/buffers and elevational differences, must be implemented to ensure a sensitive treatment along this interface. Sensitive site design, including landscaping and rooftop treatments, will promote compatibility of adjacent land uses in this area of the community.

Campus at Torrey View functions as an important entry to the community. This area orients in a step-down fashion to I-5 and is immediately north of Carmel Mountain Road as it enters the community. This planning area will create a first impression to visitors of the community. Sensitive site design, architecture and landscape treatment are essential to ensure aesthetic quality, positive impressions and smooth land use transitions.

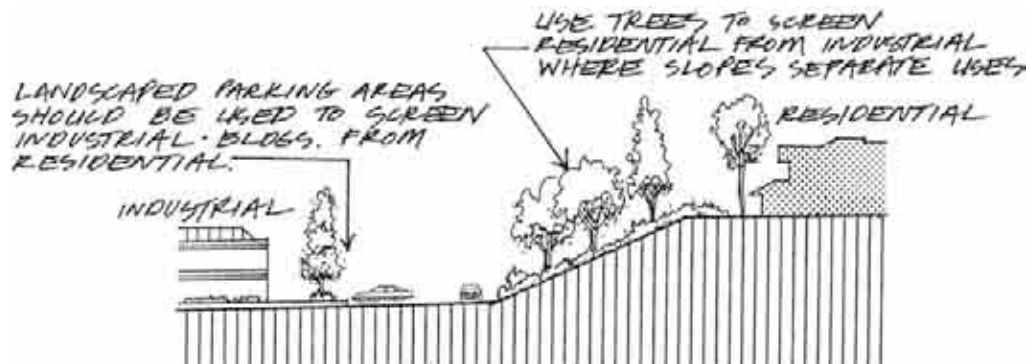
The IL-2-1 zone has been applied to this area. This zone will provide opportunities for large lot industrial developments to accommodate the manufacturing and light industrial, scientific research and development, corporate headquarters and professional office users.

SDG&E Substation

In addition to the industrial and support commercial land uses of the Plan’s **Industrial/Business Park Element**, the 40-acre SDG&E substation is an existing industrial component in the community requiring special design solutions. The SDG&E substation and associated transmission facilities are located within the east-central portion of Torrey Hills. Land uses have been selected which are compatible with ultimate buildout of the substation. Additionally, site-specific design guidelines should be implemented to further buffer and screen the SDG&E facility. Permanent access to the SDG&E substation shall be through a private driveway off “C” Street, adjacent to the substation’s southern border and through the southeast portion of the community park. This will allow service vehicle/truck access to the substation without traveling through residential neighborhoods planned for Torrey Hills.

INDUSTRIAL DESIGN GUIDELINES

1. Mechanical equipment, outdoor storage and appurtenances shall be screened and designed as integral parts of the overall design of the building. Fences, walls, grill work, etc., should be of similar material and color as the main building.
2. Each development should provide outdoor seating/eating areas, bicycle lockers/racks and shower/locker facilities.
3. All rooftop equipment, vents, shafts, etc., shall be concealed and screened from view from adjacent buildings and freeway.
4. The predominant land use in the Industrial/Business park area of the community shall be light industrial, scientific research and development and professional office/community headquarters.
5. Building architecture shall both respond to prominent landforms and reflect high-quality design.
6. Where this industrial land use occurs proximate to residential land uses, consideration of scale and compatibility should guide design proposals.



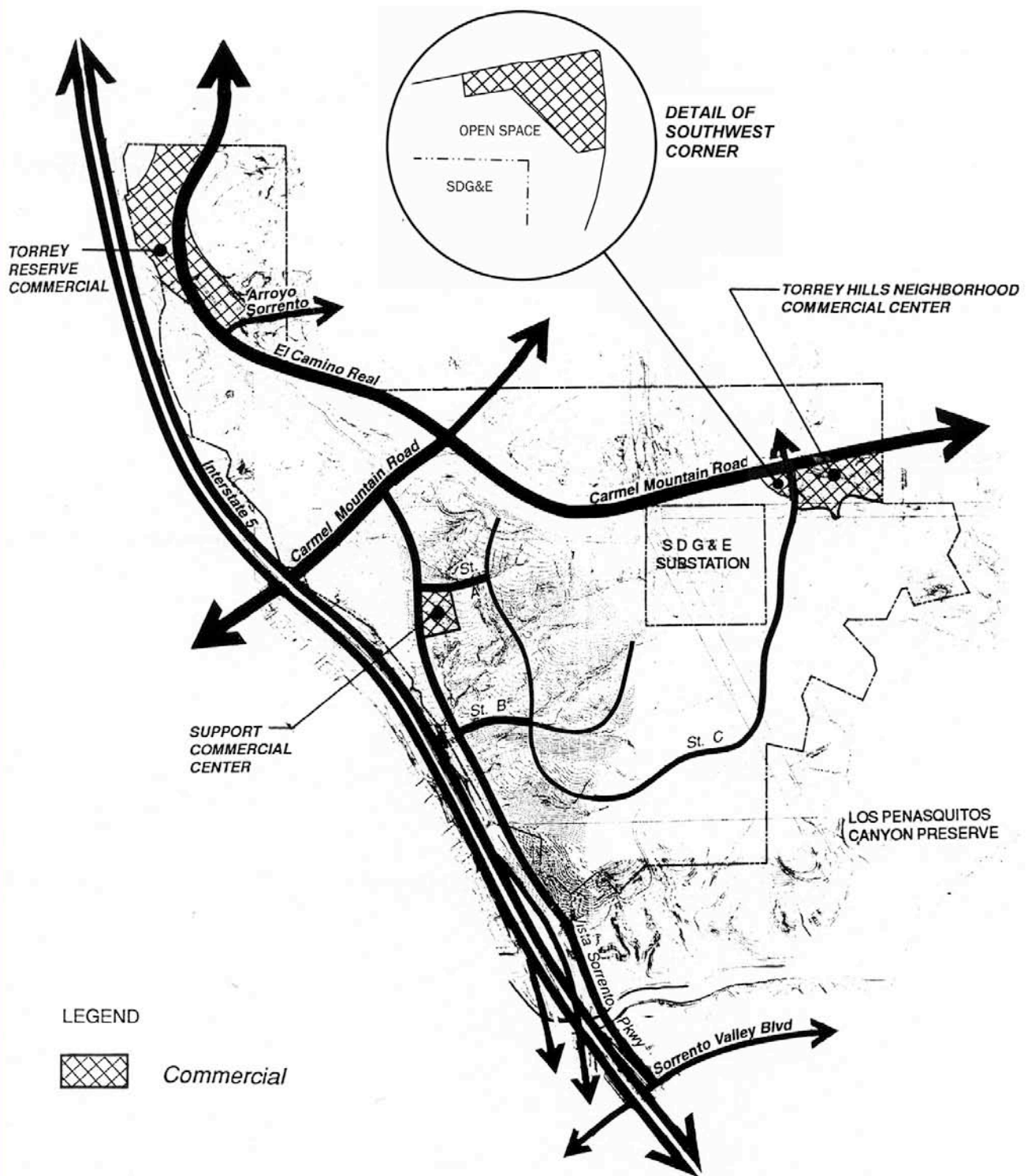
7. Because portions of this area are visible from the freeway, use of reflective glass should be limited in projects where buildings would be visible to motorists on I-5.
8. Industrial/business park development in this area should occur through the application of the City's Planned Industrial development (PID) process.
9. The PID process should incorporate specific design concepts such as:
 - Vary building setbacks to provide interest and reduce monotony;
 - Establish a design theme through the PID or Codes, Covenants and Restrictions (CC&Rs) to further create a sense of identity for this area;
 - Establish standards for architecture, landscaping, signage and color controls;
 - Establish design criteria for rooftop treatments which mitigate the visual impact to adjoining areas that would view the development from above (in both Torrey Hills and Carmel Valley); and,
 - Assure a successful transition between the residential uses which abut this planning area through setbacks, buffers and other site design techniques.

POLICIES

1. Minimize vehicular trips by providing support commercial uses and amenities within the plan area.
2. Encourage support commercial uses which will serve both community residents and workers who are employed in the plan area.
3. Encourage clustering of uses to create “activity pockets” where area employees and residents alike can congregate.
4. Develop the Torrey Hills Industrial/Business Park and Sorrento Hills Gateway under a Planned Industrial Development (PID) permit.
5. Provide for integration of residential, industrial/business park, recreational and commercial land uses through a comprehensive vehicular, bicycle, transit and pedestrian circulation system.
6. Assure compatibility of industrial/business park uses with adjacent land uses and open space areas through the incorporation of design criteria and development criteria presented in this section and in the **Community Design Guidelines Element** of this Plan.
7. All uses shall comply with the requirements of this community plan and the City’s PID ordinance, when applied to site development.
8. Provide indoor or outdoor dining areas for use by employees.

INDUSTRIAL ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Screen rooftop equipment.	●	●	●	Builder	Private	Pages 51, 52
Develop the industrial/business park land uses with company headquarters, scientific research and development, light industrial and associated manufacturing, and professional office uses.	●	●	●	Private developer	Private	Pages 47, 49-51
Prohibit use of reflective glass in industrial/business park areas which are visible to motorists traveling on I-5.	●	●	●	Private developer	Private	Pages 51
Provide outdoor seating/eating areas, bicycle lockers/racks and shower/locker facilities within each industrial project.	●	●	●	Private developer	Private	Pages 51, 52
Provide support commercial uses within industrial/business park areas to minimize off-site vehicular trips.	●	●	●	Private developer		Pages 47, 49, 52
Recognize adjacent land uses when designing industrial/business park projects and provide appropriate design techniques (such as reduced bulk and scale of buildings), setbacks, transition areas and landscape landform buffers.	●	●	●	Private developer	Private	Pages 47, 49-52
Integrate transit facilities to encourage ridership. This can be accomplished through provision of a shuttle connection to the commuter rail station in Sorrento Valley or to the LRT station (if funded and built).	●	●	●	Private developer MTDB	Private MTDB	Pages 52, 61, 67



Commercial Land Uses
Torrey Hills Community Plan

9
FIGURE

COMMERCIAL LAND USES

GOALS

1. Provide commercial uses as part of the overall Torrey Hills community.
2. Provide commercial land uses that adequately meet the needs of the community.
3. Develop commercial uses that complement the mix of other uses located within the community plan area, including residential and industrial uses.
4. Locate commercial uses in easily accessible, highly visible locations.
5. Develop satellite commercial uses to support industrial development.
6. Provide commercial uses that operate without adversely impacting nearby residential neighborhoods.

BACKGROUND

Most of the commercial land uses planned for Torrey Hills are located in the northwest portion of the community, near I-5 and north of Arroyo Sorrento Road. El Camino Real traverses this commercial area providing easy connection to other land uses to the south. In this area, commercial uses are planned to serve the traveling public and to act as an extension of the freeway-oriented commercial uses developing at the Carmel Valley Road/SR-56 interchange with I-5.

In addition to the planned commercial land uses provided for in the northern portion of the community, retail commercial uses will also be provided in the Torrey Hills Neighborhood Commercial Center located in the northeast part of the community. The Torrey Hills Neighborhood Commercial Center, strategically located to serve residential developments in the community, as well as passers-by traveling to adjacent communities, will allow for a reduction in the amount of trips to commercial services outside the area.

Adjacent to industrial/business park uses planned for the western portion of the community, within Subarea “b” of the Torrey Hills Industrial/Business Park planning area, a smaller Support Commercial Center is also planned to provide a complex which may be frequented by both residents and workers in Torrey Hills. This area would accommodate support commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit.

Other commercial uses which may develop in the community will occur in conjunction within industrial/business park uses. Support commercial uses in these areas will be a very minor part of commercial development in the community and will be ancillary in nature providing such functions as small delicatessens, travel agencies, etc.

SPECIFIC PROPOSALS

The Torrey Hills Community Plan designates approximately 41 acres for commercial development (see **Figure 9, Commercial Land Uses**). **Table 4, Commercial Land Uses**, identifies the development intensity anticipated in each of the commercial areas.

TABLE 4
COMMERCIAL LAND USES

Commercial Land Use Designation	Acreage	Development Intensity (SF)
Torrey Reserve	24	477,000
Torrey Hills Neighborhood Commercial Center	13	151,300
Support Commercial Center	4	40,000 square feet of support retail commercial or industrial/business park land uses OR a maximum of 300 hotel rooms and 5,000 square feet of support retail commercial land uses
Total	41	668,300

Torrey Reserve

The commercial land use designation in this area encompasses approximately 24 acres, east of I-5 and on both sides of El Camino Real. This area is recommended for commercial development under application of a Planned Commercial Development (PCD) Permit. No less than 20 percent of the commercial area should be developed with visitor commercial uses as defined in the Visitor Commercial (CV) Zone. The remaining 80 percent can be developed with commercial uses such as visitor commercial, financial, specialized commercial, office and corporate headquarters.

Circulation issues are relevant to this development area as well as the area located adjacent to Arroyo Sorrento (discussed below). El Camino Real runs north-south through the Torrey Reserve commercial area; Arroyo Sorrento Road intersects El Camino Real from the east. North of the Torrey Reserve commercial area, El Camino Real intersects with Carmel Valley Road/SR-56 and continues north into the Carmel Valley community planning area. To the south of the Arroyo Sorrento commercial area, El Camino Real becomes Carmel Mountain Road which has been planned to eventually intersect with I-15, located east of Torrey Hills.

Environmental resources occur in the Torrey Reserve Commercial land use area which must be considered in conjunction with development proposals. A sandstone bluff escarpment occurs east of El Camino Real and adjacent to commercial land uses. The bluffs are left free from development in this Plan because of their aesthetic value. North of and adjacent to the Torrey Reserve Commercial land use area is wetland associated with the Carmel Creek floodplain.

Specific guidelines for development of areas adjacent to the bluffs as presented in the **Open Space and Resource Management Element** of the Plan have been developed to ensure

continued protection of this natural resource. The **Open Space and Resource Management Element** also provides for the protection and viability of this resource through design guidelines, drainage control and buffer areas. The reader is referred to the **Open Space and Resource Management Element** for a detailed discussion of development guidelines.

This Commercial Land Use Area is located entirely within the Coastal Zone, and special coastal development criteria must be implemented in conjunction with development proposals as presented in the **Coastal Zone Policies Element** of this Plan.

Torrey Hills Neighborhood Commercial Center

In order to reduce the amount of commercial service oriented external trips made by workers and residents of Torrey Hills, a Neighborhood Commercial Center is planned for approximately 13 acres located at the intersection of Carmel Mountain Road and Street C. Types of commercial uses which may occur in the Torrey Hills Neighborhood Commercial Center include neighborhood market, drug store, smaller retail shops and restaurants. The Torrey Hills Neighborhood Commercial Center shall be zoned CN and developed as a Planned Commercial Development (PCD).

Support Commercial Center

Approximately four acres west of Vista Sorrento Parkway, south of Carmel Mountain Road and adjacent to the Sorrento Hills Gateway and within Subarea "b" of the Torrey Hills Industrial/Business Park planning area are designated as a centralized location for support commercial land uses. The Support Commercial Center land use designation in this area is intended to accommodate a congregation of retail commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit. The Support Commercial Center also provides an integral component of the complex of uses which form the community activity node.

The underlying zone for the Support Commercial Center shall be M-1A. Land uses should be selected to support the employment base provided by industrial and business park land uses in the community. For this reason, commercial development in the Support Commercial Center should occur in conjunction with a Planned Industrial Development (PID) permit. The precise size, location and permitted uses of the Support Commercial Center should be identified through the PID process. Should this area not develop as support commercial uses, other uses which can occur in this area include those permitted in the adjacent Torrey Hills industrial/business parks. Such alternate land uses should also occur through application of a PID.

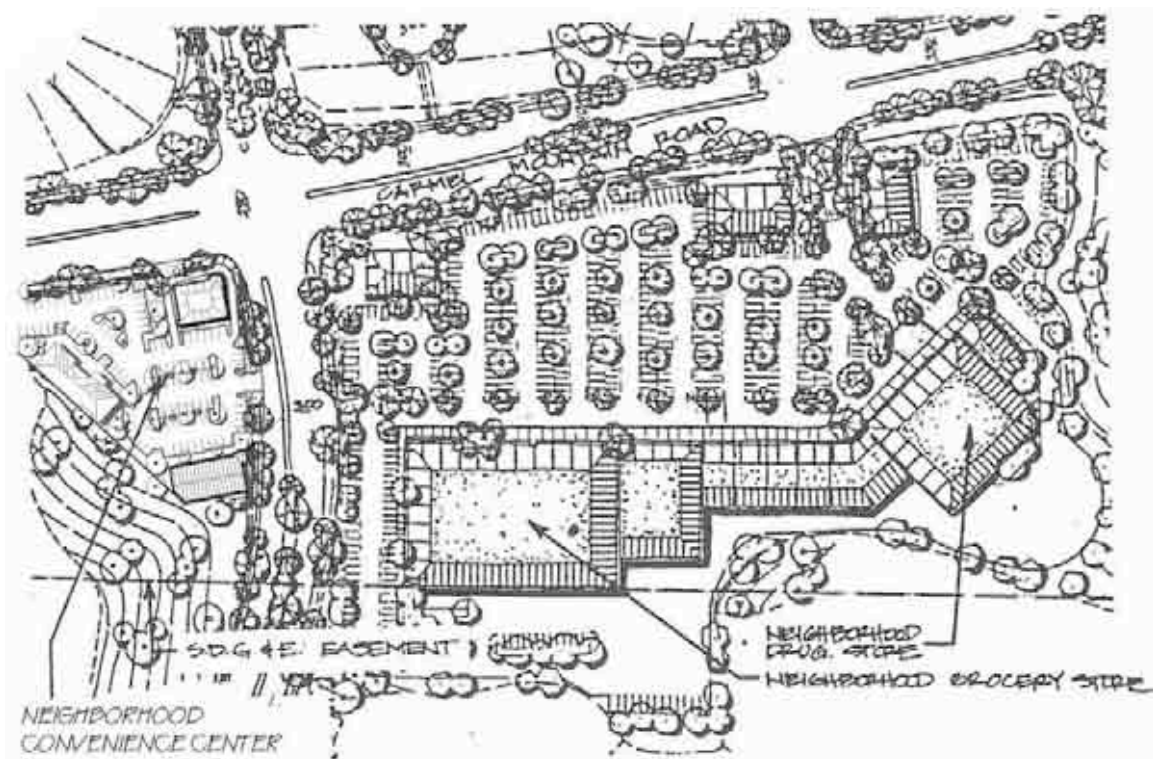
COMMERCIAL DEVELOPMENT GUIDELINES

General

1. Bulk and scale of commercial development should be compatible with other land uses of the community and should be designed in a manner which is sensitive to significant environmental features (e.g., wetlands and inland bluffs) and view sheds of adjacent public use areas and important roadways (I-5, Carmel Mountain Road, Carmel Valley open space and Torrey Pines State Park).
2. Activity areas (e.g., areas that generate noise, foot traffic, parking lots, etc.) of commercial land use projects shall be oriented away from residents.
3. Erosion and sediment control measures described in the **Open Space and Resource Management Element** and the **Coastal Zone Policies Element** of this Plan shall be implemented to prevent sediment into Los Peñasquitos Lagoon and Carmel Creek.

Site Planning and Design Guidelines

1. Pedestrian connections must be well defined and an integral part of the Torrey Hills Neighborhood Commercial Center and the Support Commercial Center to encourage and promote pedestrian accessibility. This should occur through the use of enhanced paving material, landscape treatment and lighting. Smaller scale retail uses should be encouraged in the commercial areas to help define pedestrian connections.



2. Architecturally, buildings shall complement adjacent residential and industrial/business park developments yet differ enough to result in a definable urban statement. This approach will create an identity and arrival statement which will attract patrons.
3. Low-density development and low profile buildings (in terms of height and mass) should be sited near Arroyo Sorrento Road to soften the future urban view visible to the residents in Carmel Valley.
4. In the Torrey Hills Neighborhood Commercial Center, buildings should be placed to define the street edge and maximize pedestrian connections.
5. Primary uses in commercial areas shall “anchor” the corners at street intersections.

POLICIES

1. Require that all commercial uses be compatible with the residential and industrial uses in the plan area.
2. Require that adequate vehicular and service areas be provided between adjoining individually developed commercial properties and curb cuts on major streets (i.e., El Camino Real, Carmel Mountain Road and Vista Sorrento Parkway) be minimized.
3. Locate landscaping along all commercial street frontages.
4. Provide for the development of low-intensity, low-rise and mid-rise (not to exceed 50 feet in height) commercial retail developments which are designed as complexes of stores and urban nodes reflecting the character of Torrey Hills.
5. Require the processing of a Planned Commercial Development (PCD) Permit (or Planned Industrial Development (PID) Permit in the case of the Support Commercial Center) to provide an opportunity for site plan and architectural review. Ancillary commercial uses developed in conjunction with industrial/business park developments require review in conjunction with the primary industrial land use proposal and shall not require separate PID permits.
6. Incorporate project-specific design guidelines into planned development permits for development of commercial land uses.
7. Implement specific criteria designed to protect coastal resources as defined in the policies of the **Open Space and Resource Management Element** and **Coastal Zone Policies Element** of this Plan.

COMMERCIAL ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Provide commercial uses to meet the needs of the community.	●	●	●	Private developer	Private	Page 55
Develop the Torrey Reserve commercially designated area with 20% visitor service commercial uses and 80% mixed commercial uses.	●	●	●	Private developer	Private	Page 56
Establish a viable Neighborhood Commercial Center as a concentration of a mix of commercial uses to support residential and employment opportunities in the community.	●	●	●	Private developer	Private	Pages 55, 57
Integrate transit into the Village Center as a focal point and to encourage ridership. This can be accomplished through provision of a shuttle connection to the heavy rail stop planned for Sorrento Valley, or—if funded and built—incorporation of an LRT station at the Village Center.	●	●	●	Private/City/MTDB	Private MTDB	Page 61
Provide comprehensive landscape plans for all commercial areas which transition and buffer adjacent uses.	●	●	●	Private developer	Private	Page 58

TRANSPORTATION

GOALS

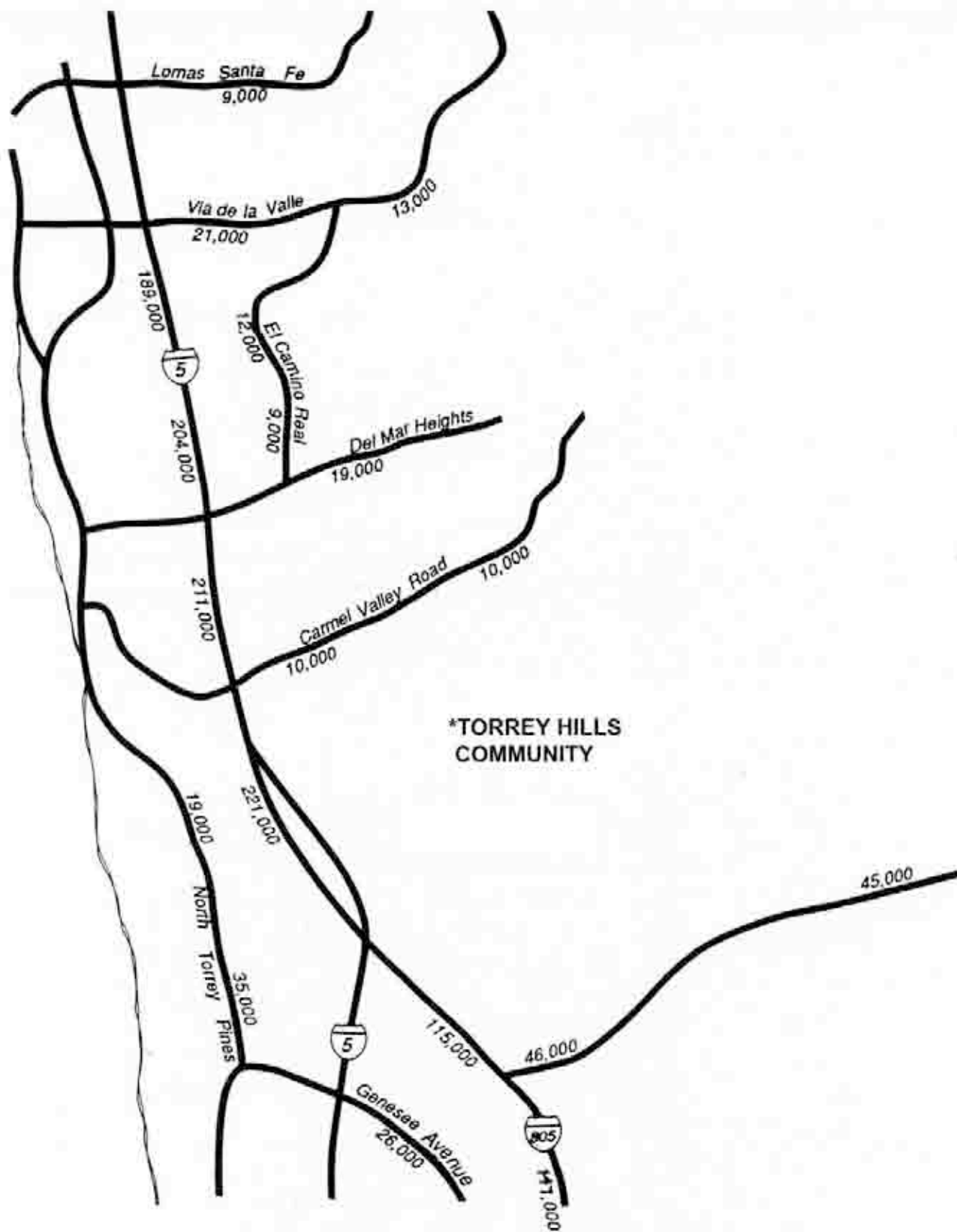
1. Construct and maintain an adequate community circulation network that is compatible with the regional transportation system.
2. Achieve a balance between parking supply and demand throughout Torrey Hills for all planned land uses as shown on **Figure 1**, the Torrey Hills **Land Use Plan**.
3. Provide a transportation system that maximizes the opportunities for public transit.
4. Provide a system of bikeways and pedestrian facilities that will encourage bicycling and walking as a means of transportation.
5. Provide a transportation system that is a convenient linkage to the community's activity centers and to the rest of the metropolitan region.
6. Develop a centralized Transportation Demand Management (TDM) program for all projects located in the community that sustains an adequate level of mobility in and around the project, minimizes peak-hour pockets of congestion and promotes the use of alternatives to the single-occupant motor vehicle.

BACKGROUND

The Torrey Hills community benefits from existing and planned transportation facilities (**Figure 10, 1991 Average Daily Traffic**, shows existing street pattern and current traffic volumes). Interstate 5 (I-5) is a full freeway with four lanes in each direction from the vicinity of the Carmel Mountain Road bridge underpass and extending north. A short distance to the south, two separate eight-lane freeways (I-5 and Interstate 805) merge into I-5. From the merger point north, additional lanes are added to I-5 for varying distances to facilitate the merging maneuvers. Future improvements are planned for the I-5/I-805 freeways from Genesee Avenue to the south to Del Mar Heights Road in the north which will widen the freeways, provide for truck lanes and construct interchange improvements.

Public Transportation

The Metropolitan Transit District Board (MTDB) has considered a northerly extension of an LRT line that would run immediately east of I-5 along the western edge of Torrey Hills. This extension is designated as a possible future rail extension in MTDB's Rail Transit Plan. Funding for this facility is not available at this time. However, this Plan provides an opportunity to integrate the LRT or connect to the Coaster commuter rail station in Sorrento Valley through bus or shuttle services. The provision of bus or shuttle services would require private funding.



1991 Average Daily Traffic
Torrey Hills Community Plan

10
FIGURE

SPECIFIC PROPOSALS

Community Roadway Network

With this update, revision to the adopted community circulation system is planned to best accommodate the planned land uses and associated traffic volumes. **Figure 11, Vehicular Circulation Plan**, shows the principal streets of the Torrey Hills Community Plan. The primary elements of the community circulation system include El Camino Real/Carmel Mountain Road, Vista Sorrento Parkway and Street C within the Torrey Hills development area. Added to these are the internal loop roads and local roads designed to serve development proposals.

- El Camino Real/Carmel Mountain Road. El Camino Real/Carmel Mountain Road occurs as a north-south and east-west connection along the northern part of the community and will be constructed as a six-lane major street. Providing direct access from the community to I-5 is a section of Carmel Mountain Road constructed to six-lane primary street standards.
- Vista Sorrento Parkway. Within the Torrey Hills Community, Vista Sorrento Parkway will be constructed as a four-lane major street and will provide a north-south connection between Torrey Hills and Sorrento Valley. Portions of Vista Sorrento Parkway occur within the freeway right-of-way for I-5.
- “C” Street. Internal to the central portion of the community, the Circulation Element anticipates “C” Street as the main loop road which will provide direct vehicular connections to Vista Sorrento Parkway and Carmel Mountain Road. Street C will also provide linkages to land uses within this portion of the community and will be accessible by automobile, pedestrian, bicyclist and transit.

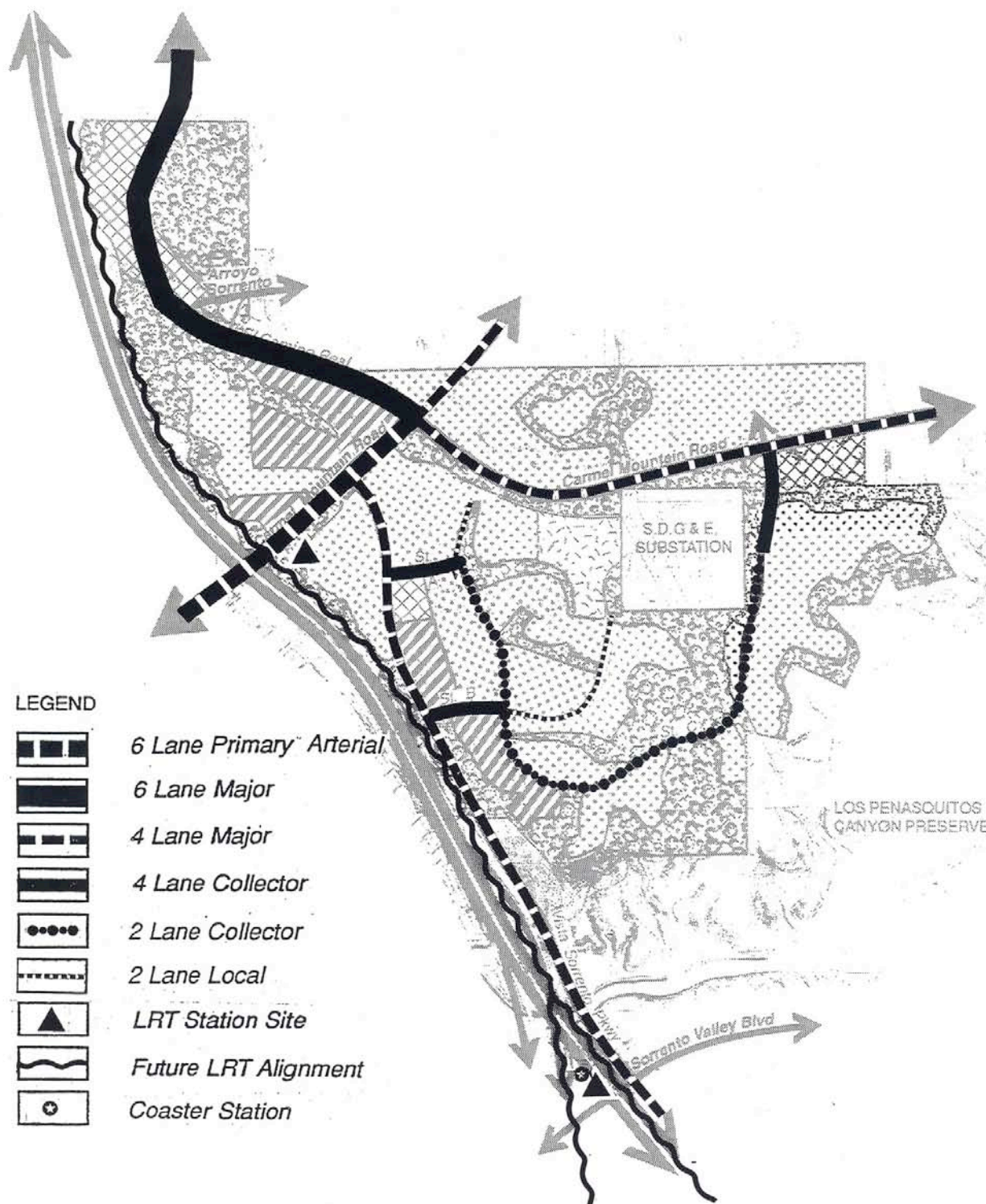
Traffic Generation

An estimate of the traffic generated by Plan buildout has been assigned to the planned circulation system. The critical elements of the system will be the major streets and the freeway interchanges. Those facilities must be constructed to accommodate the cumulative traffic demands of the community plus through traffic. The local streets totally within Torrey Hills will be designed to have adequate capacity for local traffic demands.

Traffic Distribution

The projected external traffic volumes were distributed on the planned circulation system via a specific set of distribution percentages. These percentages were derived with the cooperation of City Transportation Planning staff with data gathered from the Source Point staff of San Diego Association of Governments (SANDAG).

Source Point provided trip tables of the latest Series VIII forecast for the Carmel Valley residential zone immediately north of Torrey Hills, and the Sorrento Valley business/industrial zone to the south of Torrey Hills. By tracing these trip tables separately for the nonresidential and the residential uses to all the traffic zones in the San Diego region via the planned regional circulation system, the distribution percentages for Torrey Hills were derived.



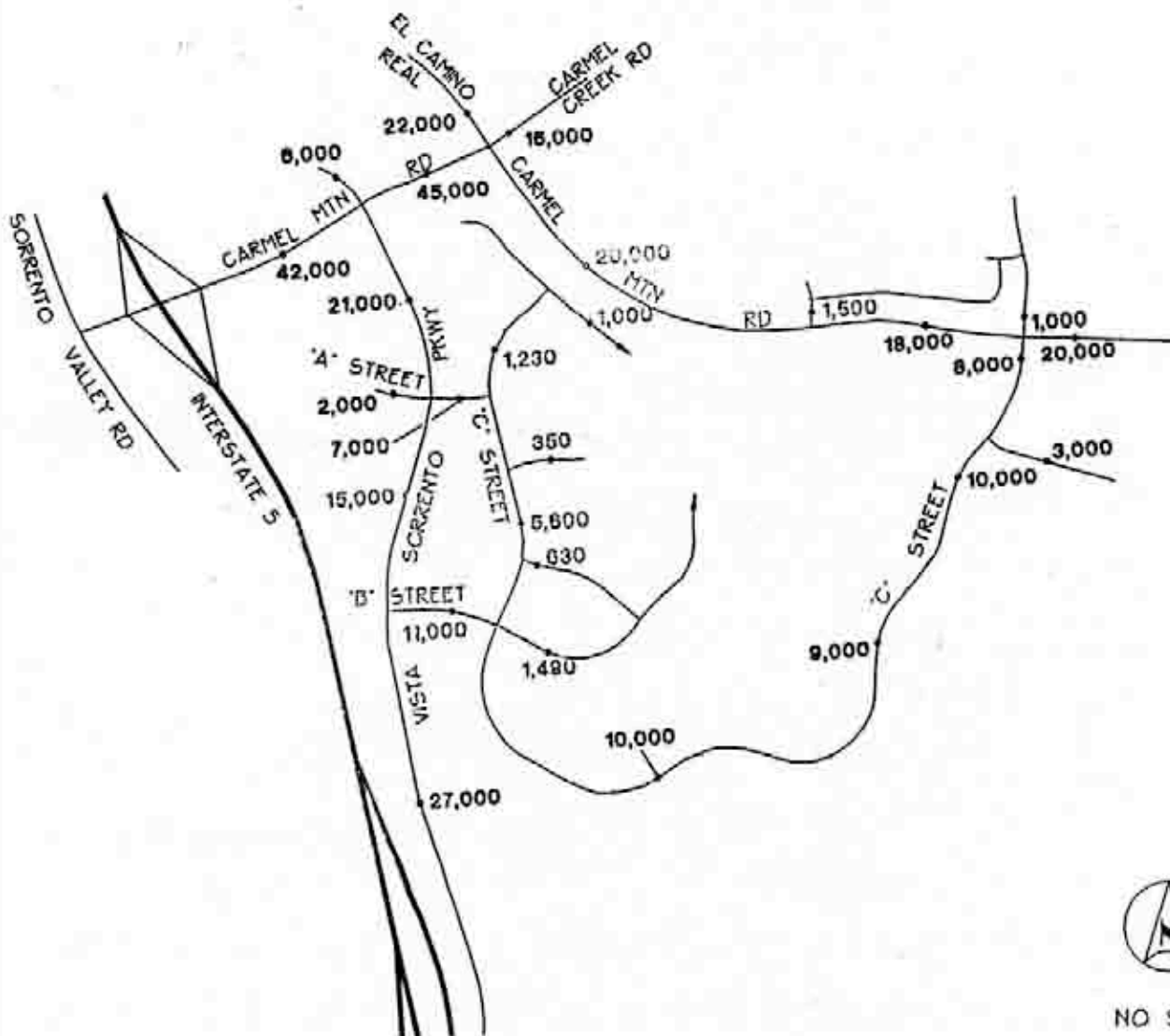
With the cooperation of the City of San Diego transportation planners, through traffic was then estimated for Torrey Hills. By combining the through traffic with the total Torrey Hills traffic as shown on **Figure 12, Community Plan Traffic Volumes**, a total forecasted traffic can be used in planning the Torrey Hills circulation system.

The impacts of community traffic have been carefully evaluated to determine the compatibility of the proposed roadway system with the projected traffic volumes. This evaluation included both roadway and intersection capacities. Land uses have been selected and modified as necessary to avoid congestion.

Street Widths

Based on the traffic studies conducted for the planning area, the following street widths should be provided in the Torrey Hills community pursuant to the proposed circulation system depicted on **Figure 11**. Design speed for each circulation element roadway will be as determined by the City Engineer.

- Carmel Mountain Road
 - From I-5 to El Camino Real: Six-lane Primary Arterial Street.
 - From Carmel Valley Neighborhood 10/Torrey Hills boundary to just east of Carmel Creek Road: Four-lane Major Street
- El Camino Real
 - From Carmel Mountain Road to State Route 56: Six-lane Major Street.
- Vista Sorrento Parkway
 - From Carmel Mountain Road to Sorrento Valley Boulevard: Modified Four-lane Major Street.
- Carmel Creek Road
 - From Carmel Mountain Road into Carmel Valley Neighborhood 8A: Four-lane Major Street.
- Torrey Hills “A” Street
 - Between Vista Sorrento Parkway and “C” Street: Four-lane Collector Street.
- Torrey Hills “B” Street
 - Between Vista Sorrento Parkway and “C” Street: Four-lane Collector Street.
- Torrey Hills “C” Street
 - From “A” Street to just south of Carmel Mountain Road: Two-lane Collector Street.
 - The south leg of the intersection with Carmel Mountain Road: Four-lane Collector Street.
 - The north leg of intersection with Carmel Mountain Road into Carmel Valley Neighborhood 8A: Two-lane Collector Street.



NO SCALE



Community Plan Traffic Volumes
Torrey Hills Community Plan

12
FIGURE

Alternative Transportation Modes

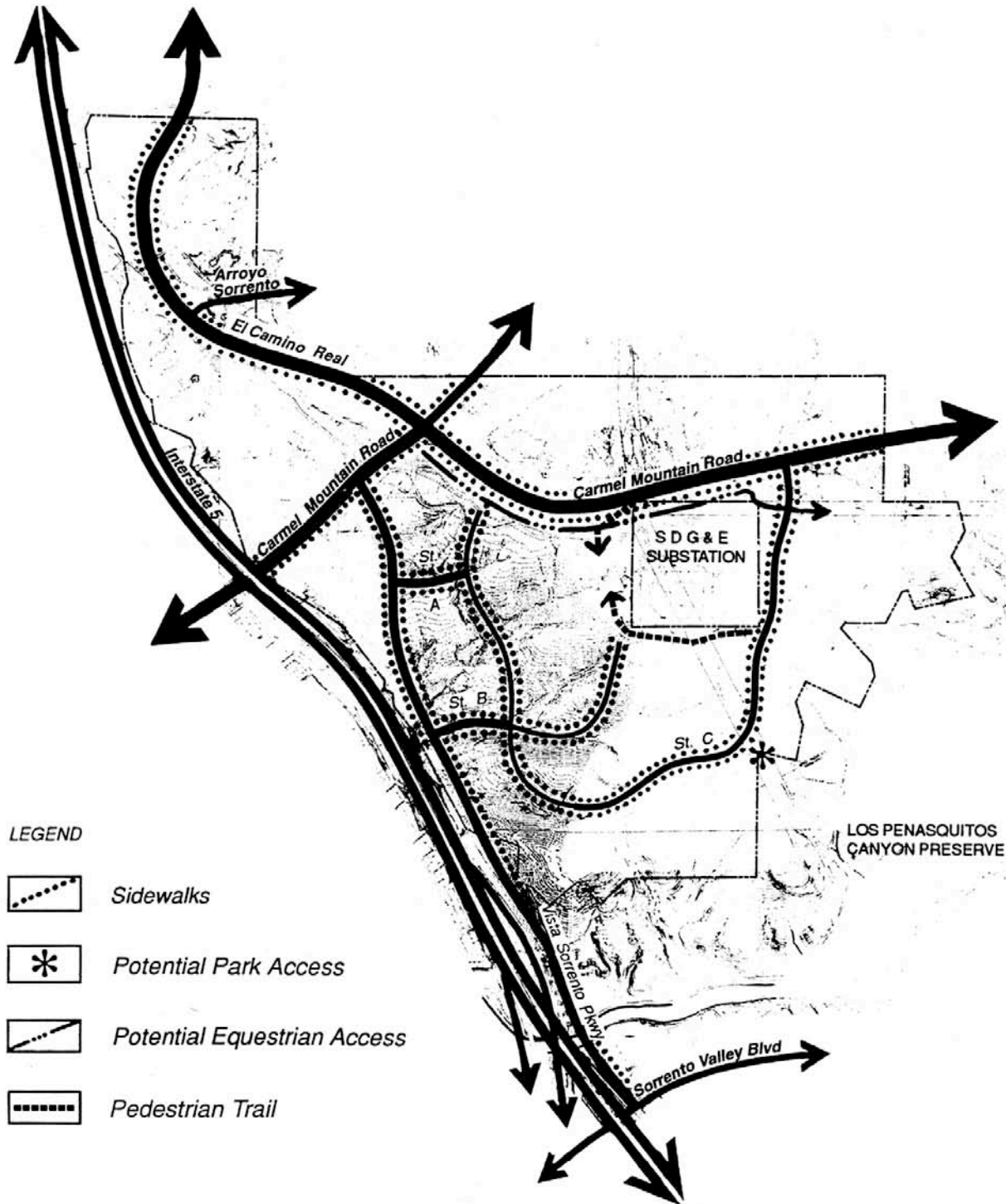
Practical alternatives to private automobile travel are encouraged for circulation within the community, and to outside surrounding areas. Commuting between work and residence is an especially important target for use of alternative transportation modes. Utilization of alternative modes can reduce traffic congestion, conserve energy, and minimize air pollution. Included in alternative transport modes are transit, bicycle travel and pedestrian circulation.

The Metropolitan Transit Development Board (MTDB) has conducted preliminary studies of a northerly extension of a Light Rail Transit (LRT) line that would run immediately east of I-5 along the west edge of the Torrey Hills community. Funding is not currently available to pursue this alignment. If the line is ultimately built, there are tentative plans for a transit stop for the LRT in Torrey Hills, near the interchange of Carmel Mountain Road and I-5, and one further north in the Carmel Valley community. The adopted development agreement for Torrey Hills requires the property owners within the community to provide the right-of-way for the LRT line to MTDB at no cost.

The North County Transit District (NCTD) is operating the Coaster, a commuter rail line through Sorrento Valley. This commuter rail line provides connections between the Santa Fe Depot in downtown San Diego to the Oceanside Transit Center. A commuter rail stop is located in Sorrento Valley in the vicinity of the I-805/I-5 junction. Shuttles provide service to Coaster patrons between the surrounding work places and the rail stop. This is funded as a two-year demonstration project. Private funding is required to continue the services beyond February 1997.

Transit includes a number of other travel alternatives such as bus, tram and para-transit using standard roadways. Local transit should be provided by local buses, trams, and/or dial-a-ride. These services should connect to routes in surrounding communities as well as the regional systems. Carmel Mountain Road, El Camino Real and Vista Sorrento Parkway would provide the best routes for local transit within the community. Transit stops should be considered in the design of streets serving the high-intensity uses, and development proposals should design street layouts that offer direct pedestrian connections to transit corridors.

Future bus service on I-5 should take into account riders going to and from the Torrey Hills community. Increased frequency of bus service on I-5 is supported by this Plan as the community builds out. In particular, this Plan supports the potential future bus express route (Route 960) which has been identified to serve the I-5 corridor from Del Mar to downtown San Diego. The planning of transit facilities for Torrey Hills must include the consideration of Route 960 as well as local transit feeder service. There is no existing or planned local transit service in this community due to funding shortfalls.



Community Trails System
Torrey Hills Community Plan

13
FIGURE

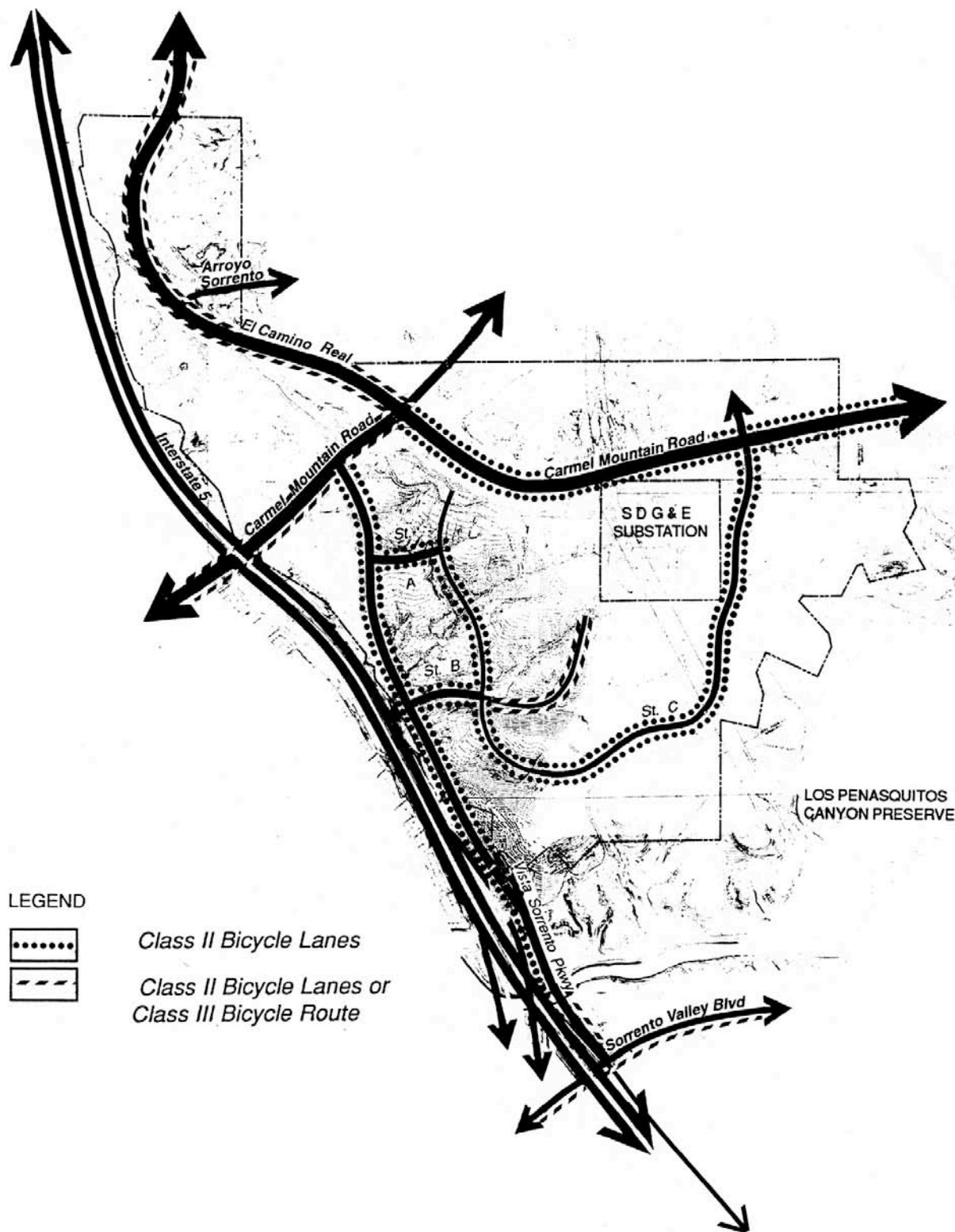
Community Pedestrian, Bicycle and Equestrian Access

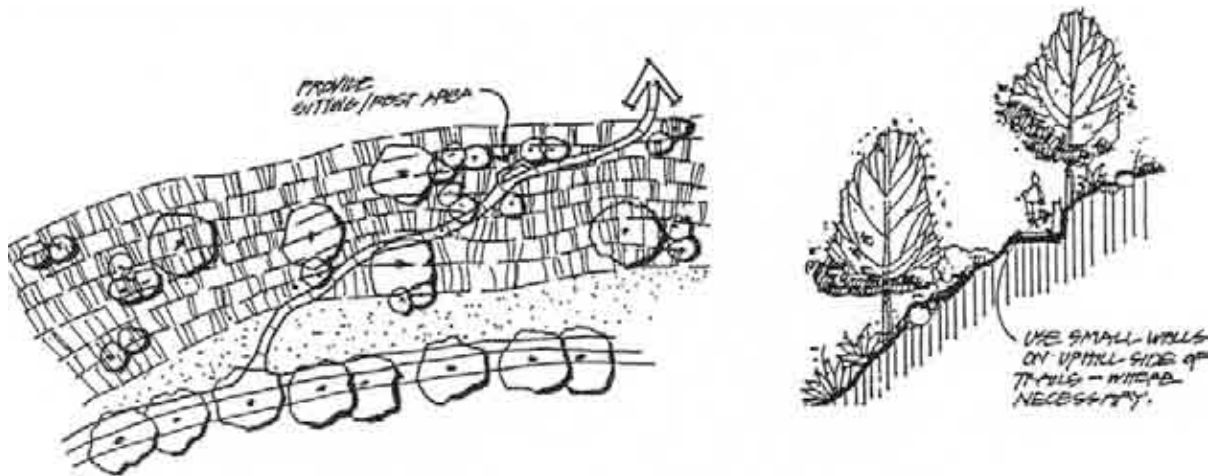
A bikeway network, consisting of bicycle paths and bicycle lanes; a pedestrian/jogging trail system, consisting primarily of paved sidewalks; and opportunities for an equestrian trail are planned for the Torrey Hills community. These non-motorized transportation facilities will provide an alternative to automobile travel as well as recreational opportunities.

- **Pedestrian Access.** The planned pedestrian/jogging trail system is shown on **Figure 13, Community Trails System**. The trails system is designed to provide access to open space areas, such as Carmel Valley and Los Peñasquitos Canyon Preserve and provide a linkage of paved sidewalks and graded trails which integrates planned land uses. Proximate to the community activity nodes (i.e., the Support Commercial Center in the western part of the community, the Community Sports Park in the central portion of the community, the potential school site in the south-central portion of the community and the Torrey Hills Neighborhood Commercial Center in the eastern portion of the community), it is essential that pedestrian elements aid in linking land uses in a cohesive manner. A pedestrian access route/community trail connection should occur along the slope on the south side of Carmel Mountain Road, west of the SDG&E substation, connecting with the Community Sports Park. This trail will provide pedestrian access to the park for neighborhoods north of Carmel Mountain Road. A pedestrian access route/community trail should also be provided south of the SDG&E substation to provide a convenient direct pedestrian link between neighborhoods in the eastern part of the community with the Community Sports Park.

Development of the community trail system should include resting areas (such as benches) and signage. Portions of the community trail system located in open space areas will require sensitive grading techniques which minimize impacts. This may involve switchbacks or the incorporation of small walls which will minimize impacts to steep slopes. Trails should be a minimum of six feet in width and composed of decomposed granite or compacted earth.

Sidewalks within the community should be a minimum four feet in width and occur as non-contiguous elements along Vista Sorrento Parkway, north of “B” Street; and along “C” Street. Along these streets, the travel-way will be separated from the pedestrian by a minimum 4-1/2 foot landscaped parkway. On the southern portion of Vista Sorrento Parkway, south of “B” Street, a contiguous sidewalk will also be provided on both the north and south side of the street. Contiguous sidewalks will also be provided on both the north and south side of Carmel Mountain Road. On local streets and cul-de-sacs, sidewalks may occur immediately adjacent to the street. In some areas, opportunities may exist to limit paved sidewalks to one side of the local street (on single-loaded streets, for example).

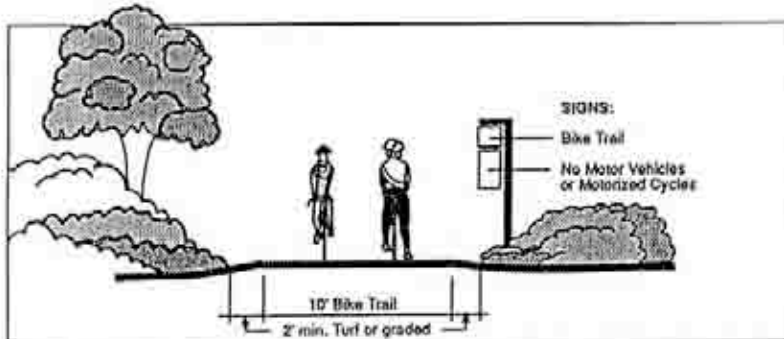




- **Bicycle Access.** The City of San Diego's Proposed Bikeways System shows a bikeway running through Torrey Hills along Carmel Mountain Road and El Camino Real and along Vista Sorrento Parkway (see **Figure 14, Bikeway Plan**). There is also a bikeway running along Arroyo Sorrento Road between El Camino real and Soledad Valley Road and Carmel creek Road. A bikeway should also be provided along Street C and along the local street which provides direct access to the Community Sports Park. Bicycle facilities classifications are illustrated on **Figure 15, Bicycle Facilities Classifications**.
- **Equestrian Trail Opportunities.** Opportunities for equestrian trails are provided within the community to serve adjacent rural areas where horses may be kept and to provide an equestrian link between trails planned for Carmel Valley, Los Peñasquitos Canyon preserve and Carmel Valley Neighborhoods 8, 8A, 8B and 10. As shown on **Figure 13, Community Trails System**, for Torrey Hills, equestrian access will be available generally east along the south side of Carmel Mountain Road and south along the west side of "C" Street, then connecting east through the SDG&E easement to Los Peñasquitos Canyon Preserve. It is not the intent of this Plan that property owners in the Torrey Hills community be required to dedicate right-of-way or construct and maintain equestrian trails. Private equestrian groups or the City may purchase right-of-way for the purpose of constructing and maintaining equestrian trails throughout Torrey Hills.

Phasing

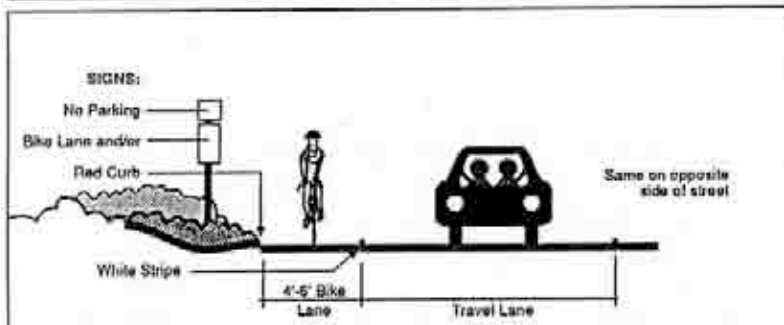
The precise phasing of the circulation and infrastructure systems in Torrey Hills is specifically identified in the Torrey Hills Public Facilities Financing Plan. The Torrey Hills Public Facilities Financing Plan was originally adopted September 22, 1986. A revised Financing Plan was subsequently adopted on April 11, 1990. An update of the Public Facilities Financing Plan has occurred in conjunction with approval of this amended Plan. Updating of the Public Facilities Financing Plan is required on a regular basis.



CLASS I
(Typical Location - open space)

Bicycle Path

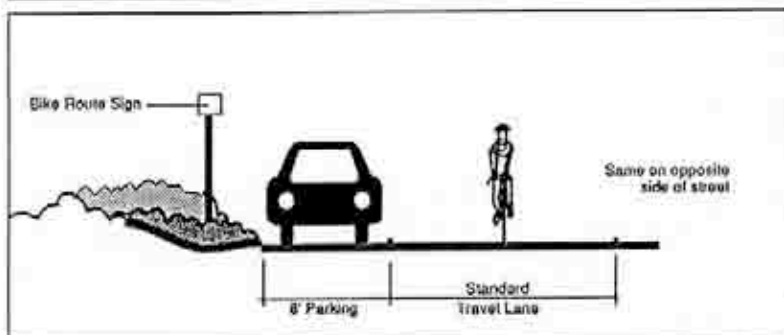
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical Location - major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and pavement markings.



CLASS III
(Typical Location - neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated are subject to change.



POLICIES

1. Participate in traffic and transportation studies for the North San Diego region to identify regional traffic problem areas and subsequent potential solutions.
2. Incorporate into the Torrey Hills Community Plan the improvements that are required for the Torrey Hills area as a result of north San Diego traffic and transportation studies.
3. Determine the required community roadway capacities to safely handle traffic-generated as the Torrey Hills community is built out.
4. Require that all new developments provide adequate off-street parking for vehicles in all community projects to meet their parking demands on-site or in consolidated parking facilities within close proximity to their site.
5. All streets designated as major streets and above should have Class II bicycle lanes, with the exception of Vista Sorrento Parkway, south of the Peñasquitos Creek crossing. Along this portion of Vista Sorrento Parkway, a Class II bike route should occur. Develop a system of bikeways and accompanying bicycle storage areas within the community, as shown on **Figure 13**, tying into the regional bicycle network.
6. Promote alternatives to private vehicular travel, such as public transit and transportation demand management strategies, which can be integrated with the regional circulation network.
7. Support the provision of secure park-and-ride facilities in the vicinity of access points to the major regional transportation facilities.
8. Pursue development of a transportation system including use of bus, shuttle service, park-and-ride, bicycles, etc., which will be coordinated with regional systems and with neighboring systems.
9. Development of transportation facilities shall avoid unnecessary encroachment into environmentally sensitive areas.
10. Pursue development of alternative transportation systems during the earliest stages of development to eliminate unnecessary traffic congestion and encourage the use of public transit and other transportation modes by future residents.
11. Coordinate with MTDB to expand transit services to Torrey Hills after the initial development is completed.
12. Provide the necessary easements/right-of-ways for the construction of equestrian trails by a recognized equestrian group which will be responsible for the processing of necessary environmental documentation, permits, constructing and maintaining the trails.
13. Convenient pedestrian linkages shall be provided from community activity nodes and adjacent land uses.
14. Clearly identify pedestrian access points to adjacent open space areas.

TRANSPORTATION DESIGN GUIDELINES

Roadways

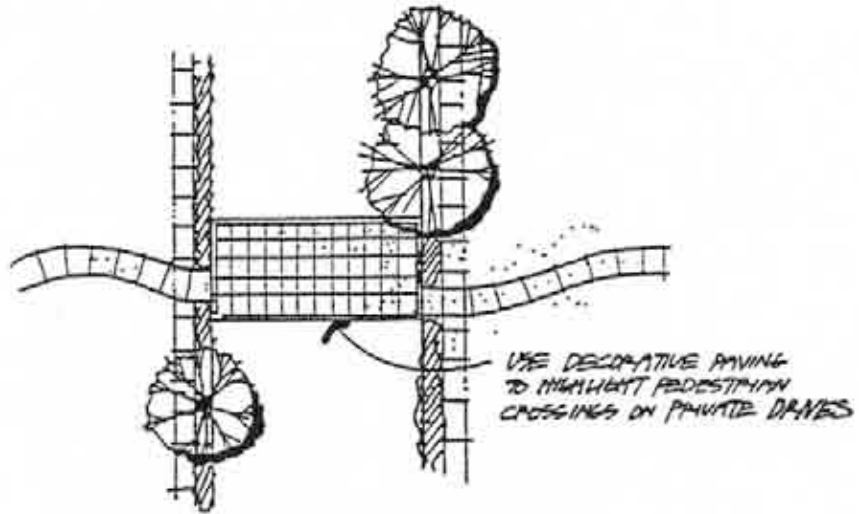
1. Carmel Mountain Road shall be constructed as a six-lane primary arterial street from the I-5 interchange to El Camino Real. From Carmel Valley Neighborhood 10/Torrey Hills boundary to Carmel Creek Road, Carmel Mountain Road shall be constructed as a four-lane major street, except for at the intersection of Carmel Mountain Road and Carmel Creek Road where a six-lane major street shall be provided.
2. El Camino Real shall be constructed as a six-lane major street from Carmel Mountain Road to SR-56.
3. Vista Sorrento Parkway shall be constructed as a modified four-lane major street from Carmel Mountain Road to Sorrento Valley Boulevard.
4. Carmel Creek Road shall be constructed as a four-lane major street from Carmel Mountain Road into Carmel Valley Neighborhood 8A.
5. Torrey Hills “C” Street shall be constructed as a two-lane collector street. At the intersection with Carmel Mountain Road, “C” Street shall be constructed as a four-lane collector street on the south leg and a two-lane collector street on the north leg of intersection into Carmel Valley Neighborhood 8A.
6. Torrey Hills “A” Street and “B” Street shall be constructed as four-lane collector streets between Vista Sorrento Parkway and “C” Street.
7. Collectors, residential streets and cul-de-sacs are planned to serve various neighborhoods in the community. These shall be designed and built in accordance with City standards based upon the amount of traffic they are estimated to carry and City street design standards.

Pedestrian Walkways

1. Pedestrian walkways shall be fully integrated with the internal site vehicular circulation system to allow safe and convenient pedestrian traffic. Special emphasis shall be placed on providing safe pedestrian access through parking areas to building entrances.
2. On-grade crossings shall be developed in conjunction with major street crossings. Pedestrian crossings may be identified at signalized intersections through special paving design, upon approval by the City Engineer. Placement of any special paving shall conform to the City’s Street Design Manual.
3. Pedestrian walkways within all residential projects shall have a minimum width of four feet.
4. Provide appropriate bus stop facilities as future bus routes develop and incorporate pedestrian-oriented design to access those facilities.

5. Pedestrian mid-block crossings shall not be allowed across public right-of-ways unless traffic signals are provided or by approval of the City Engineer.

6. Provide noncontiguous sidewalks with minimum 4-1/2 foot wide parkways adjacent to Vista Sorrento Parkway, north of "B" Street and adjacent to "C" Street on both sides.



Pedestrian Access and Community Trail System

1. Provide a community trail system linking open space and development in a manner which encourages bicyclists and pedestrians.
2. Access to Los Peñasquitos Canyon Preserve shall be limited to identified pedestrian trails and access points as shown on **Figure 13**.
3. Provide signage for trails. Interpretive signage also is appropriate, particularly for trails which provide access into Los Peñasquitos Canyon Preserve.

Equestrian Trail System

1. Provide right-of-ways as necessary to allow for the construction of an equestrian trail in the general alignment shown on **Figure 13, Community Trail System**.
2. The design and construction of equestrian trails shall be in a manner acceptable to the City Engineer.
3. Developers in Torrey Hills shall not be responsible for the processing of permits, construction or maintenance of equestrian trails. These responsibilities shall lie with a recognized equestrian group capable and financially able to complete these tasks and which has a long-term commitment to the equestrian community in this area.

TRANSPORTATION ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Construct a circulation system to serve the needs of the community.	●	●	●	Private/Caltrans	Private/ PFFP/ Caltrans	Page 61
Provide for bicycle and pedestrian access throughout the community and tying into the regional bikeway and trails network.	●	●	●	Private	Private	Pages 61, 69-73, 74-75
Develop TDM programs that: <ul style="list-style-type: none"> • Provide for preferential parking for carpooling employees. • Provide vanpooling programs as part of development projects. • Provide ridesharing programs for employees. • Establish flextime programs to provide for adjusting individual work schedules. • Establish staggered shifts to reduce travel demand during peak periods. 	●	●	●	Private through requirements of PIDs/TDMs	Private	Pages 61, 73
Improve bus service and express service.	●	●	●	City/MTDB	Public (SDT)	Page 67
Coordinate with MTDB and Caltrans to ensure inclusion and expansion, if feasible, of fixed-route service corridors for bus service into Torrey Hills.	●	●	●	Private developers/ City/Caltrans/ San Diego Transit	Public	Pages 67, 73
Expand public awareness of available public transit.	●	●	●	Private users/ Tenants/City/ MTDB	Private/ Public	Page 73
Construct sun/rain shelters for pedestrian and bus passengers.	●	●	●	Private developers/ MTDB/San Diego Transit	Private	Page 74
Allow for purchase of right-of-way and construction of an equestrian trail connection to Los Peñasquitos Canyon Preserve.	●		●	City/Private equestrian group(s)	Private	Pages 71, 73, 75
Construct and maintain equestrian trails to serve the local equestrian community.	●		●	Equestrian group	Private	Pages 71, 75
Design and construct bikeways as part of the regional system that connects residential, industrial and commercial areas.	●	●	●	Private developers	Private	Pages 71-73
Install bicycle storage facilities at industrial/commercial sites and at connection points to other transportation modes.	●	●	●	Private builders/ Users/Tenants	Private	Page 73

OPEN SPACE AND RESOURCE MANAGEMENT

GOALS

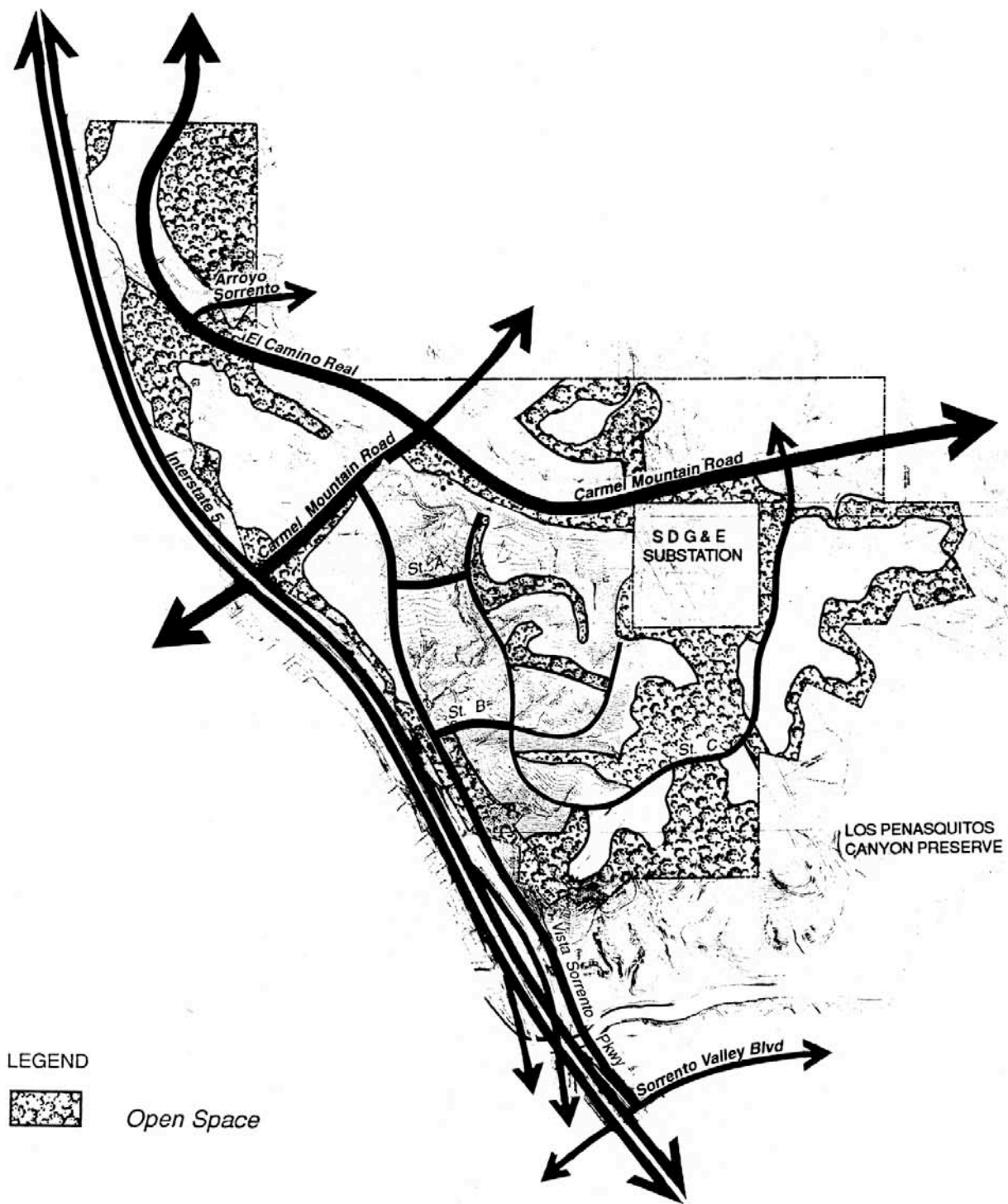
1. Preserve, protect, enhance and, where possible, restore all natural open space and sensitive resource areas including Los Peñasquitos Canyon Preserve, coastal sandstone bluffs and identified wildlife corridors.
2. Prohibit encroachment and impacts of adjacent development, both private and public, on areas designated open space.
3. Establish a bicycle/pedestrian system which links open space areas.
4. Provide opportunities for passive outdoor recreation.
5. Preserve areas of high resource value and establish a management plan for the community environmental resources that will encourage environmentally sensitive development.
6. Design projects to reflect the natural aspects of underlying landforms.

BACKGROUND

Open Space

Torrey Hills is situated amidst expansive regionally significant open space areas. These include Carmel Valley to the north, the Los Peñasquitos Canyon Preserve to the south, and Los Peñasquitos Lagoon and Torrey Pines State Park to the west, across I-5 (**Figure 4**).

- Carmel Valley. Carmel Valley extends from I-5 through the Carmel Valley community plan area. The majority of this resource is outside the limits of the Torrey Hills community with the exception of a wetland area in the northwest corner of the community. Although portions of Carmel Valley are planned for development, the recently adopted Carmel Valley Restoration and Enhancement Plan will provide for an expansive riparian corridor and open space system.
- Los Peñasquitos Canyon Preserve. Los Peñasquitos Canyon Preserve, located south of the community, encompasses more than 1,800 acres. A Master Plan is under preparation which will identify appropriate uses within the preserve. Anticipated uses will include passive interpretive uses such as the Ruiz Adobe and environmental study areas.
- Los Peñasquitos Lagoon. Los Peñasquitos Lagoon is one of the few remaining tidal estuaries in Southern California. The Lagoon and associated upland serves as a major stopping point for migratory birds, and also has a large resident bird population.
- Torrey Pines State Park. Torrey Pines State Park and the Torrey Pines State Reserve Extension stretch from the city of Del Mar to the University community in the City of San Diego. This state resource provides hiking and picnicking opportunities as well as interpretive hikes conducted by state park rangers.



LEGEND



Open Space



Resource Zoning Regulations

The City of San Diego has adopted several policies and ordinances directed at protecting important resources and ensuring sensitive development. For Torrey Hills, the applicable City ordinances include the Resource Protection Ordinance and the Hillside Review Ordinance.

- Resource Protection Ordinance. On February 19, 1991, the City Council adopted the Resource Protection Ordinance (RPO) which regulates development in areas of the City which have been identified as “sensitive” and in need of protection. These areas include floodways and floodplains, hillside areas of 25 percent slope or greater as identified by the City’s existing Hillside Overlay Zone, wetlands and wetland buffer areas, biologically sensitive areas and areas of significant prehistoric and historic sites and resources. Paragraph E of the RPO addresses projects which have been excluded from the requirements of RPO. Included within the exclusions is the Park Trade property.

“4. Torrey Hills

The Resource Protection Ordinance shall not be applicable to development of the 178 acres of land known as Torrey Hills that was the subject of the land exchange approved by the voters as Proposition D, on November 4, 1986.”

Additionally, the Development Agreement approved for Torrey Hills states that RPO shall not apply to:

“... any change in grading necessary in order to achieve the reasonable and integrated public improvements for... ‘the Park Trade Property.’”

- Hillside Review Overlay Zone. The Hillside Review Overlay Zone establishes development regulations for hillsides of 25 percent or greater slope and requires an HR Permit. HR Permits have been secured for portions of the community. In other areas, HR findings will need to be made in conjunction with Planned Development Permits.

Biologically Sensitive Habitats

Biologically sensitive habitats have been identified in the Torrey Hills community plan area. These include areas where there is a high concentration of sensitive plant species (such as the sandstone bluffs in the northern portion of the community), wetlands occurring in the northern portion of the community and coastal sage scrub vegetation, which is dispersed throughout the community. Coastal sage scrub provides habitat for the coastal California gnatcatcher, a sensitive avian species listed as “Threatened” by the federal government. Development in the community will require site-specific biological surveys of sensitive habitat and appropriate mitigation measures for identified impacts.

Cultural Resources

When the community plan area was surveyed for the presence of archaeological resources in conjunction with approval of the 1983 Plan, several sites had been encountered. These sites were found not to be “important;” data recovery was conducted and determined adequate for mitigation resource loss.

Paleontological Resources

The plan area is underlain by geologic formations which can yield important fossil resources. These include Ardath Shale, Scripps, Bay Point and Torrey Sandstone. Construction and grading activities in Torrey Hills where these formations occur will need to be monitored by a qualified paleontologist according to the requirements of the Plan EIR and the City’s Environmental Analysis Section.

Landform Resources

The Torrey Hills community is characterized by varying topography. A flat floodplain in the northern reaches of the community is demarcated by eroded sandstone bluffs. Further into the community, mesa tops incised by years of natural runoff and drainage, have created a prominent canyon and ridgeline landform. The southern portion of the community transitions from mesa tops and canyon/ridgeline terrain into the broad Los Peñasquitos Canyon. Features, such as manufactured slopes along I-5 and the level pad of the SDG&E substation, are indicative of urban influences in the area and add to the variety of landforms which must be considered in developing the community.

Bluffs

There also exists aesthetically significant bluff escarpments on the eastern portion of the Torrey Reserve commercial parcel. The Plan preserves the escarpments and the plant species that exist there.

Geological Resources and Potential for Erosion

Most of the Torrey Hills community is relatively free of major geologic hazards. The only geologic hazard which has been preliminarily identified for the community is a north-east-trending fault on the Torrey Reserve commercial parcel. The fault was drawn from field mapping and linear features observed on topographic maps and photographs; its existence would have to be confirmed through trenching or other means of subsurface exploration. Past studies of faults having similar trends as the one found on site classify those faults as “inactive” and have not proved to be a hazard to development. However, the relative activity of the fault on site has not been documented and should be verified in future study.

Underlying geologic and soil structures are susceptible to varying degrees of erosion potential. Limiting erosion and minimizing sediment transport is essential for the protection of sensitive on site and downstream biological resources.

SPECIFIC PROPOSALS

The open space land use consumes the largest part of the Torrey Hills Community Plan, providing approximately 283 acres of open space, as shown on **Figure 16, Open Space Map**. These areas are discussed below.

Sensitive Habitat/Plant Species

The extreme northwest corner of the planning area is designated open space to provide for the protection of sensitive wetland habitat. At one time, this area existed as part of a much larger habitat that extended eastward into Carmel Valley. Fed by Carmel Creek, this wetland area is dominated by willow trees and functions as an important natural filter for sediment carried by Carmel Creek. This area is protected by the Plan through an open space designation. The southern boundary of this area is coterminous with the Carmel Valley Restoration and Enhancement Plan now under construction.

Sensitive plant species have been identified in the community. Development proposals within the plan area will require project-specific biology surveys. When sensitive plant species could be adversely affected, applicants shall be required to contract with the California Native Plant Society or other comparable agency or representative to salvage any sensitive plants in the areas proposed for grading and transplant them in an appropriate location, preferably in open space areas within the community, as feasible.

Sandstone Bluffs

Sandstone bluff escarpments occur in the northeast portion of the community east of El Camino Real. These bluffs and surrounding natural slopes are designated as environmentally sensitive and placed in open space for preservation. This area also contains plant species identified as sensitive by the California Native Plant Society.

Internal and Perimeter Slopes

The majority of open space areas in the community are designated as such due to steep hillsides, the presence of native vegetation and land use transitions. Most of this area is along the southern and eastern border of the community. The adjacent land use is Los Peñasquitos Canyon Preserve, and these open space slopes provide a natural setback for development within Torrey Hills. Another important perimeter open space area occurs along the western border of the community adjacent to I-5. This area includes natural and manufactured slope, which provide a buffer between I-5 and the community. Internal open space slopes in the north central portion of the community protect steep hillsides, which provide vertical separation between residential land uses. An internal open space area is also provided along the south side of Carmel Mountain Road. In this area, the natural landform provides a natural backdrop to industrial and residential development and has been placed in open space for protection.

Pedestrian Access and Trails

A system of pathways and trails, comprised primarily of paved sidewalks, is planned for the community to provide linkage from development areas to and through open space areas within this trail system and should also provide connections to adjacent open space resources. Access points into open space areas shall be limited in an effort to control human intrusion into sensitive environmental areas within the Los Peñasquitos Canyon Preserve. The community trails system is shown on **Figure 13** and described in the **Transportation Element** of this Plan.

OPEN SPACE AND RESOURCE MANAGEMENT DESIGN GUIDELINES

Development of Steep Slopes and Bluffs

1. There shall be no grading or development on the bluffs.
2. In areas adjacent to Los Peñasquitos Canyon Preserve, building rooflines should slope in a manner which complements the contours of the natural mesa edge landform. Individual building stories may be staggered contiguous to the mesa edge so as to minimize views of structures from the canyon bottom.
3. When buildings and landscaping are introduced that can be viewed in the context of the bluffs, form, color and texture should be controlled so that development blends into the foreground and does not visually detract from the bluffs.
4. All graded slopes require the preparation of a comprehensive landscape and irrigation plan to provide for rapid stabilization of slope areas.
5. There should be close phasing of grading operations, slope erosion control and building construction to reduce the period when bare slopes are susceptible to erosion.
6. Individual projects should be designed to preserve natural topography, unique geologic formations and native vegetation to the fullest extent possible.
7. The height of cut and fill slopes should be minimized whenever possible. Contour grading techniques should be used to reduce visual effects of manufactured slopes.
8. Slope gradients on slopes greater than ten feet in height shall not be steeper than 2:1.
9. Permanent energy dissipaters and settlement/catchment basins shall be constructed, with a provision for regular, long-term maintenance.
10. Erosion control devices shall be employed to ensure on-site entrapment of silt during construction.
11. Natural slopes containing native vegetation with a gradient of 25 percent or greater remaining undisturbed as a result of the hillside review process shall be placed in a permanent open space easement or deed restriction as a condition of development approval. The purpose of the open space designation shall be to protect native vegetation and visual resources of importance to the entire community.

Development in and Adjacent to Wetlands

1. Development in areas of mapped or identified wetlands shall be in accord with the City's Resource Protection Ordinance.
2. Permitted uses within the northern portion of the community shall be limited to aquaculture, wetlands-related scientific research and wetlands-related educational uses; wetland restoration projects; and essential public service projects.
3. Buffers shall be required around wetlands and shall be a minimum of 100 feet in width, unless otherwise determined through site-specific biological investigations and agreement with the City's environmental staff, the California Department of Fish and Game and the U.S. Fish and Wildlife Service.
4. Permitted uses in wetland buffer areas shall be those allowed in wetland areas as defined above; passive recreational uses, access paths and public viewpoints, provided that all necessary mitigation measures are incorporated to protect the wetland; and any improvements necessary to protect wetlands.
5. All buildings or other improvements proposed adjacent to a wetland shall be located so as not to contribute to increased sediment loading of the wetland, disturbance to its habitat value, or otherwise impair the functional capacity of the wetland.

Development in Areas of Sensitive Vegetation

1. Development in areas of sensitive vegetation, such as coastal sage scrub, shall be in accord with the City's Resource Protection Ordinance as appropriate.
2. Encroachments into areas of sensitive vegetation shall be as defined in the Resource Protection Ordinance, where it applies.
3. In addition, to the extent applicable, all new development within the coastal zone shall be designed to be consistent with multi-species and multi-habitat preservation goals and requirements as established in the statewide Natural Communities Conservation Planning (NCCP) Program, shall comply with the City of San Diego MSCP Interim Habitat Loss Permit Process, or shall obtain an incidental take permit under Section 4d, Section 7 or Section 10a of the Endangered Species Act related to the California gnatcatcher. Compliance with these goals and requirements shall be implemented in consultation with the U.S. Fish and Wildlife Service and California Department of Fish and Game.

Development of Pedestrian Access and Community Trail System

1. A community trail system, comprised primarily of paved sidewalks, shall be developed as described in the **Transportation Element** of this Plan.
2. Trails and sidewalks within the community shall connect to planned trails in Los Peñasquitos Canyon Preserve at identified locations.
3. Access into Los Peñasquitos Canyon Preserve shall be clearly identified and limited to those points shown on **Figure 13**. Access from other areas of the community into the park shall be restricted.

4. Trail directory signs shall be placed throughout the community identifying the trail system and access points.

Grading and Erosion Controls

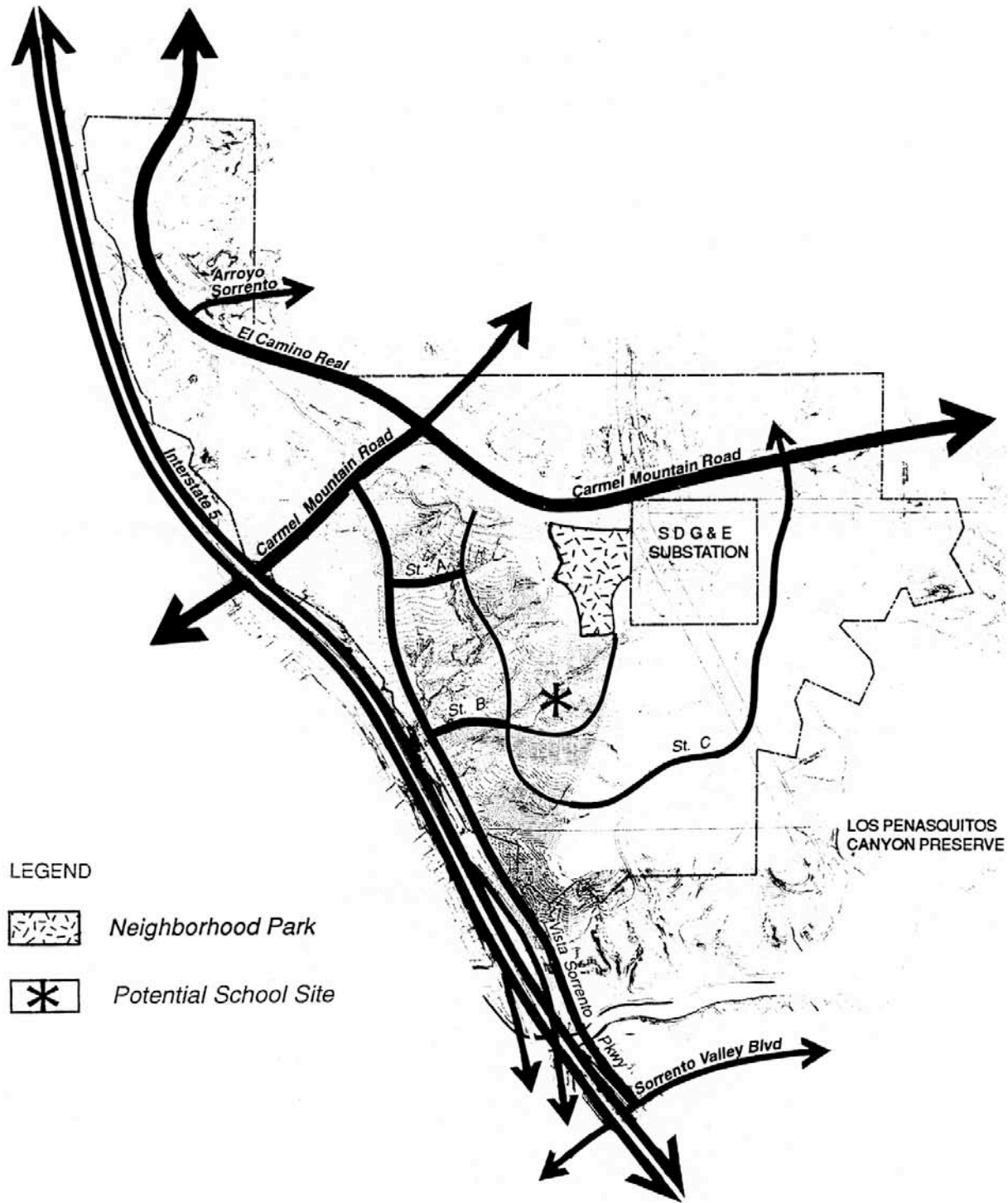
1. Erosion control measures will be incorporated where runoff is concentrated due to development.
2. The existence of faults should be confirmed through trenching or other means of subsurface exploration.
3. Development guidelines shall be implemented as defined in the City's HR Guidelines and those presented in the **Community Design Guidelines Element** of this Plan.
4. Detention basins shall be constructed to control rainfall runoff under ultimate development conditions. Detention basins will not be permitted in City fee-owned open spaces.
5. Sediment and runoff shall be controlled during construction by limiting grading activities and by vegetation of construction slopes. In addition, detention or desilting basins should be located downstream of construction activities to serve as back-up control.
6. New development should assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.
7. All graded slopes shall be stabilized prior to the rainy season by means of vegetation or other suitable means. The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect. Erosion control by vegetation may include, but it is not limited to, seeding, mulching, fertilization and irrigation with an appropriate lead time to November 15, as necessary to provide adequate landscape coverage.
8. With new developments, provisions shall be made for maintenance and repair of required runoff and erosion control facilities as well as for the maintenance and repair of any irrigation systems.

POLICIES

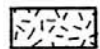
1. When appropriate, include restoration and enhancement measures as conditions of approval for all development proposed adjacent to open space areas.
2. Actual development proposals should ensure dedication of open space areas through the Tentative Map and Planned Development Permit process.
3. Provide a system of pathways and trails, comprised primarily of paved sidewalks, throughout Torrey Hills to access open space areas. Ensure development of this system through the permit process.

OPEN SPACE AND RESOURCE ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Preserve, protect, enhance and restore open space areas identified for the community.	●	●	●	Private developer/ City	Private	Page 77
Provide a pedestrian access and trail system which links open space areas.	●	●	●	Private developer	Private	Pages 82-84
Limit access into Los Peñasquitos Canyon Preserve through identified access points and trails which connect with the trail system planned for the preserve.	●	●	●	Private developer/ Public	Private	Pages 82-83
Prohibit grading and development of sandstone bluffs and wetland areas.	●	●	●	City	N/A	Pages 81-83
Provide comprehensive landscape plan for rapid stabilization of graded slopes adjacent to open space areas.	●	●	●	Private developer	Private	Pages 83-84
Install erosion control measures to avoid an increase in runoff and sediment into open space resources.	●	●	●	Private developer	Private	Pages 82, 84
Provide buffers around sensitive biological resources.	●	●	●	Private developer	Private	Page 83



LEGEND



Neighborhood Park



Potential School Site



Torrey Hills Community Facilities Map

Torrey Hills Community Plan

17

FIGURE

COMMUNITY FACILITIES

GOALS

1. Provide the necessary infrastructure and services suitable to the needs of the land uses planned for Torrey Hills.
2. Maximize accessibility to community facilities for all members of the community.
3. Ensure that community facilities are designed to minimize adverse impacts to environmentally sensitive resources.
4. Update the Torrey Hills Public Facilities Financing Plan on an annual basis.
5. Develop park facilities designed and sized to serve active and passive park requirements for residents in Torrey Hills. It is anticipated that the size of the park will be about 14 acres. Actual park development should be population based, applying population parameters acceptable to the City Parks and Recreation Department and based on anticipated buildout of the community. A portion of the Community Sports Park may include a public recreation building facility operated by the City or youth club organization (such as YMCA or Boys/Girls Club).
6. Include areas of public open space which provide for active sports play (such as soccer and softball) in proximity to residential uses and industrial parks.
7. Development areas within the medium-low density residential land use designations shall include private recreation areas to serve residents of the development area. Combining smaller recreation areas which may occur in adjoining residential projects into one larger amenity serving both adjacent projects is encouraged.

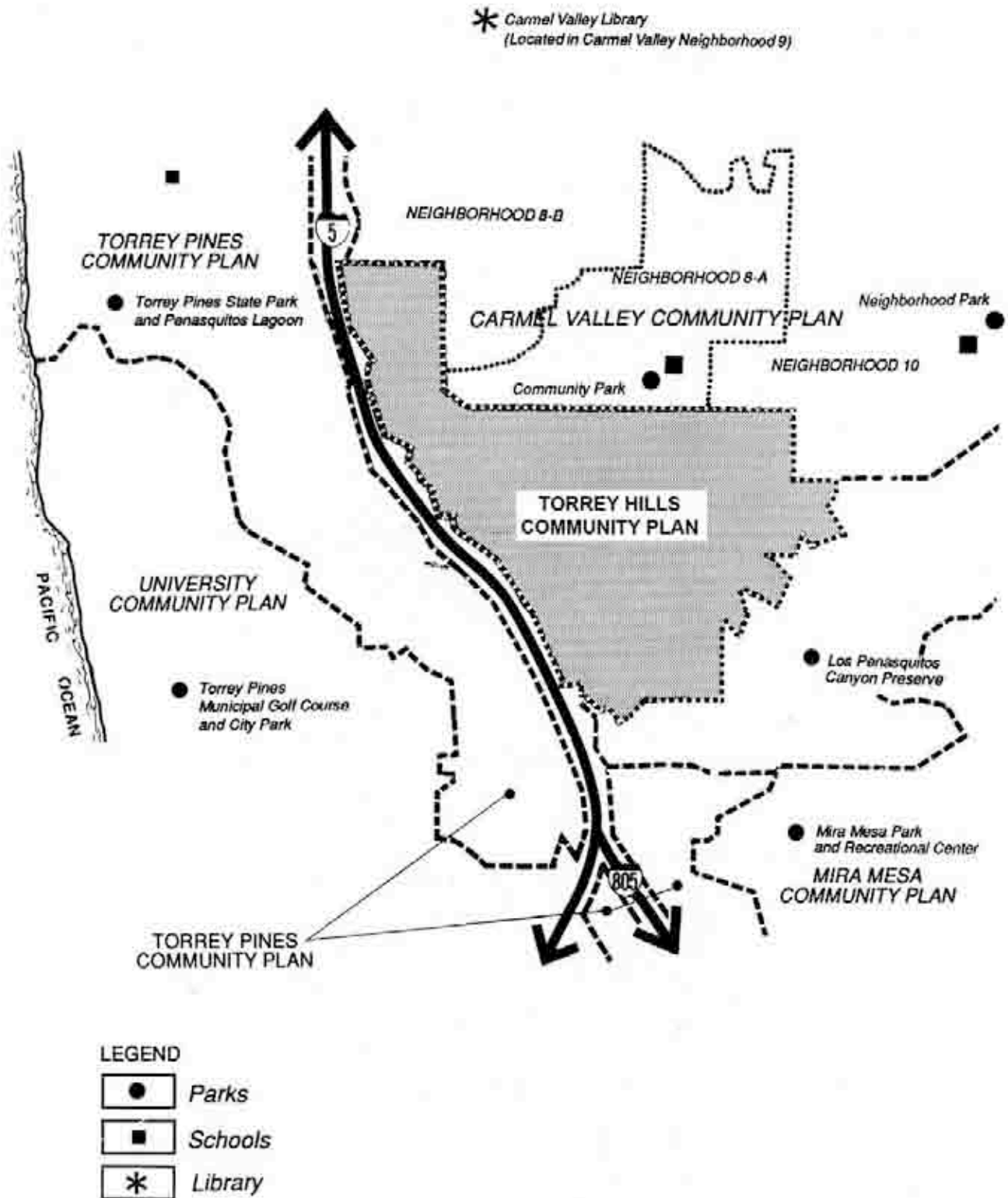
BACKGROUND

Community facilities and services are life support systems; they can be defined as all the opportunities, services and programs that people use in the everyday pursuit of their lives. They include park and recreation facilities, schools, libraries, water and sewer services, and police and fire protection. Community facilities applicable to the Torrey Hills community are shown on **Figure 17, Torrey Hills Community Facilities Map**.

SPECIFIC PROPOSALS

Parks and Recreational Opportunities

Several off-site parks will be accessible to the residents of the Torrey Hills community. As shown on **Figure 18, Surrounding Community Facilities Map**, Torrey Hills is located close to three major regional park systems. The first is the approximately 1,800-acre Los Peñasquitos Canyon Regional Park Preserve immediately to the south. The second is the Torrey Pines



Surrounding Communities Facilities Map
Torrey Hills Community Plan

18
FIGURE

Municipal Golf Course and City Park encompassing over 500 acres that lie across I-5 to the west. The third is the Torrey Pines State Park and Peñasquitos Lagoon that includes over 1,000 acres of active recreation, passive recreation and ecological preserve. In addition, there is a 20-acre community park and two neighborhood/school parks proposed for development in Carmel Valley, directly adjacent to the Torrey Hills community.

In addition to these regional facilities, park facilities are planned within Torrey Hills to serve residents and workers in the community. The Torrey Hills Community Sports Park is located in the central portion of the community west of the SDG&E substation. Planned as an approximate 14-acre facility, it will provide for active play areas to accommodate little league and soccer and courts for tennis and basketball. Passive play areas in the form of turf areas and tot lots/play gyms will also contain picnic tables and benches. (Actual park development should be population based, applying population parameters acceptable to the City Parks and Recreation Department and based on anticipated buildout of the community.) The Community Sports Park also provides for the incorporation of a recreational building. This facility should provide opportunities of recreational activities and may include space for public meetings and groups, rooms for aerobic exercise and indoor sports, and indoor gym space. Enhanced with an internal pedestrian sidewalk/trail connecting to the community trail system, the Community Sports Park will serve a wide range of recreation needs for the community.

Development of multifamily residential areas in the south central portion of the community will include active private recreational opportunities. Also, passive park uses planned for the community will complement the natural features of the adjacent Los Peñasquitos Canyon Preserve by trail linkages from within the community to the canyon rim (see **Figure 13**).

Schools

Public schools within the project vicinity are administered by the Del Mar Union Elementary School District and the San Dieguito Union High School District. Several new schools planned within the two school districts are located in Carmel Valley, adjacent to Torrey Hills. The proposed school facilities located within a three-mile distance of the residential development in Torrey Hills include three elementary schools, one junior high school and one high school. Please see **Figure 18** for the location of nearby schools.

Additionally, an optional school site is provided in the Torrey Hills community. This optional designation has been placed on ten acres located in the southern portion of the Torrey Vista neighborhood, bounded by “C” Street on the west and “B” street to the south. If the school district chooses to construct an elementary school at this location, elementary school-age residents of the community could attend this school. The optional Torrey Hills elementary school site is conveniently located to serve surrounding residential neighborhoods and is sized to allow for joint-use of park land which will provide for additional active play areas and passive recreational opportunities in the community. The amount of middle/junior and high school children generated by the residential development in Torrey Hills does not warrant the construction of additional middle/junior or high school facilities within the community itself. Middle/junior and high school age children will attend schools in adjacent communities.

Libraries

The Torrey Hills community will be served by the recently completed public library located in the Carmel Valley community at the corner of Townsgate Drive and Kelford Drive.

Fire Protection

The San Diego Fire Department provides fire protection to the project vicinity, and service costs will be provided on a “fair-share” basis as established in the Torrey Hills Public Facilities Financing Plan, adopted September 22, 1986 and the revised Plan adopted April 11, 1990. Fire Station No. 41 is located in Sorrento Valley at the intersection of Scranton Road and Carroll Canyon Road. Station 24, located at the intersection of Del Mar Heights Road and Carmel Country Road is the closest fire station to the northern portion of the community and will also provide fire protection to the community.

Police Protection

Police protection in the project area is provided by the City of San Diego. The area is presently served by the Northern Division of the San Diego Police Department located at 4275 Eastgate Mall in University City. Although the site has not yet been selected, a new station is planned for construction in the Carmel Valley community north of the Torrey Hills community.

Water and Sewer

Water improvements necessary to serve development in Torrey Hills are located within and adjacent to the community. Facilities have been installed in Carmel Mountain Road between Sorrento Valley Road and El Camino Real, and in El Camino Real from Carmel Mountain Road to Carmel Valley Road. These improvements consist of a 30-inch waterline (The Green Valley Waterline), and two 16-inch waterlines. The Sorrento Valley area south of Torrey Hills receives potable water via the 30-inch Green Valley Waterline, the 24-inch Soledad Valley Pipeline, and through a 12-inch and 16-inch waterline in Sorrento Valley Road. Carmel Valley Neighborhoods to the north receive potable water from the Miramar Rancho Bernardo and Del Mar waterlines, and the recently completed 30-inch Green Valley Waterline. Connections to these systems will be constructed within public and private streets in accordance with project approvals as development occurs in the community.

Utilities

Gas and electric power is provided to the project area by the San Diego Gas and Electric Company (SDG&E). Distribution lines for gas and electricity serving the Torrey Hills community will be extended from existing facilities located in Carmel Mountain Road and El Camino Real. All distribution lines will be sited underground, where feasible, to prevent visual impact to the community.

An SDG&E electricity substation and associated transmission easements are located within Torrey Hills. Design guidelines for these facilities are proposed in Section 5, **Community Design Element**.

Solid Waste Disposal

The City of San Diego is responsible for solid waste disposal in the development area. Solid waste is collected and transported to the Miramar Landfill, which has sufficient capacity to serve the area.

There is an existing 18-inch Torrey Hills Trunk Sewer in Carmel Mountain Road from Torrey Hills Boulevard to El Camino Real and in El Camino Real from Carmel Mountain Road to Carmel Valley Road which will serve development in Torrey Hills. The Torrey Hills Trunk Sewer outlets into the Carmel Valley Trunk Sewer and the 33-inch trunk sewer line located west of I-5 in Sorrento Valley. These sewage flows are pumped by lift stations 64 & 65 and eventually flow into the Point Loma Treatment Facility. Pump Station 65 is currently in the process of being upgraded and relocated with completion scheduled for the near future. On-site sewer improvements will be constructed within public and private streets right-of-way to connect with existing facilities in accordance with project approvals as development occurs in the community.

POLICIES

1. Provide an adequate level of community services that will be phased in concert with development.
2. Ensure that adequate utility services and infrastructure are expanded and phased in accordance with community development.
3. Encourage the use of design features that support the concept of fire protection within the community. These features should include the use of fire-resistant building materials and plant materials to reduce fire hazards, particularly in areas adjacent to natural open space. Install interior sprinkler systems and exterior irrigations systems to help control fires and minimize damage should one occur.
4. Design streets to accommodate fire equipment and emergency access, as well as provide an adequate number of fire hydrants.
5. Encourage crime prevention within the community plan area by using neighborhood watch groups, providing adequate lighting along streets and in parking lots (no less than two-foot candle power), locating parking near destinations, and limiting the heights of fences and vegetation to allow visibility. It should be emphasized that the Neighborhood Watch Program is not a service of the San Diego Police Department and must be initiated by a citizen group.
6. Ensure that adequate educational facilities are available and sufficient to meet the needs and demands of new development. If necessary to fully mitigate impacts on school districts, and subject to applicable laws, specific financing plans and/or special districts may be established to provide adequate funding for school facilities. Special community facility districts may include, but are not limited to, the Mello-Roos Community Facility Act of 1982.

7. Ensure that active and passive recreational needs are met through the provision of a community park, private recreational facilities and internal trail system.
8. Minimize potential impacts to Peñasquitos Lagoon by providing drainage facilities to control runoff, erosion and sedimentation.
9. Encourage the design of utility facilities which are aesthetically and environmentally sensitive. This includes, to the degree financially feasible, locating utility lines of 69 KV and below, underground, and screening large, concrete-lined drainage channels and the SDG&E substation facilities.
10. Establish special districts, homeowners associations, or other mechanisms to provide the means for maintenance and repair of required irrigation systems. To accomplish this, required runoff control facilities will be located in public right-of-ways or easements and will be maintained by the City of San Diego.
11. Update the Torrey Hills Public Facilities Financing Plan on an annual basis.
12. The land uses should be as compatible as possible with existing utility uses that occupy the site.
13. Do not locate noise sensitive uses within the noise impact zone of the SDG&E substation or the transmission right-of-ways.
14. Uses adjacent to and within utility right-of-ways should not hamper the reliability of these services nor the ability to gain access and maintain them.
15. The planning and grading concepts should not adversely affect the functions of the SDG&E easements or the ability to maintain them.
16. Avoid unnecessary and expensive relocations of facilities.
17. Views should be oriented so that the existing right-of-ways will not be a negative visual impact.
18. Local heliports (if any are proposed at the project level) should be located so that the existing utility facilities will not have a negative impact on aerial navigation.

COMMUNITY FACILITIES ELEMENT ACTION PLAN

Implementing Action	Timing			Responsibility	Funding	See for More Details
	Adopt With Plan	Within 5 Years	Within 20 Years			
Provide necessary infrastructure to serve the community.	●	●	●	Private developer/ City	Private/FBA	Page 87
Provide a health club within the Community Sports Park area.	●	●	●	Private developer	Private	Page 89
Provide a community sports park to include active park uses.	●	●	●	Private developer	Private	Page 89
Provide private recreation centers in areas within Torrey Hills to serve residents.	●	●	●	Private developer	Private	Pages 87, 91
Extend water and sewer lines into community.	●	●	●	Private developer	Private	Page 90
Develop crime prevention programs for the community.	●	●	●	Private developer/ Community	Private/ Community	Page 91
Underground utilities whenever possible.	●	●	●	Private developer	Private	Pages 90, 92
Establish maintenance responsibilities for the community.	●	●	●	Private/City	Private/ Special District	Page 91
Update the Public Facilities Financing Plan for the community on an annual basis.	●	Annually		Private developer/ City	Private/FBA	Pages 87, 91
Encourage day care facilities through application of an approved CUP, in adjacent residential areas to serve school administrators and families in the community.	●	●	●	Private/applicant	Private applicant	Pages 87, 89